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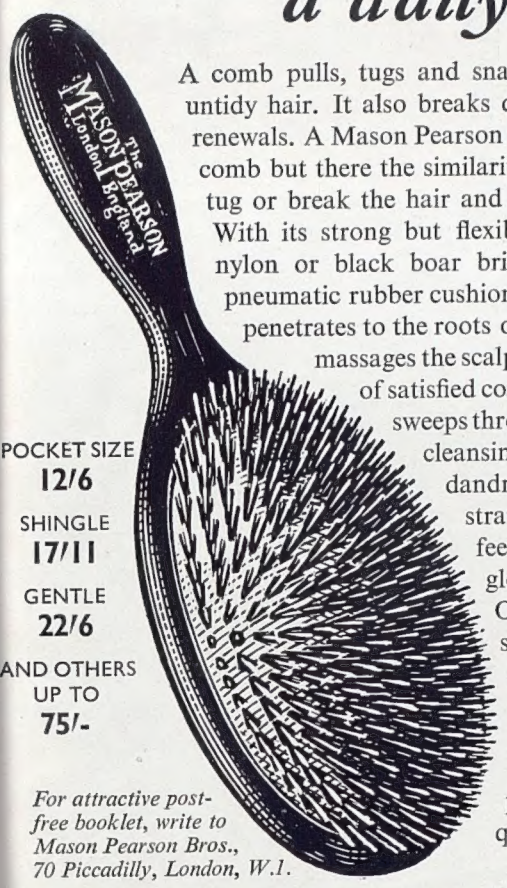

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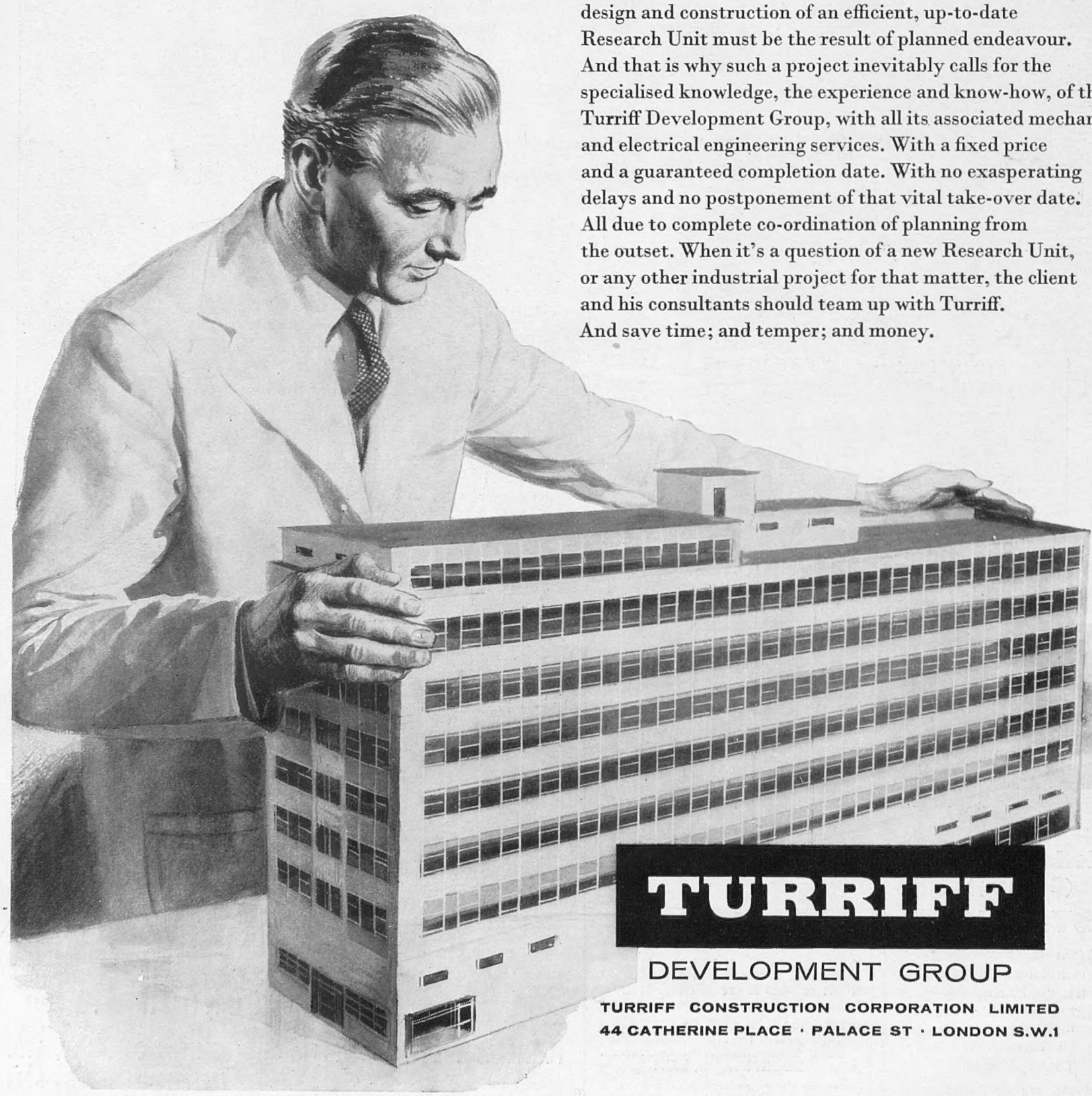

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Volume CCXXXVII No. 3079 The SPHERE, London, April 4, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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MAUNDY THURSDAY AT WINDSOR—THE QUEEN AND OTHER MEMBERS OF THE ROYAL FAMILY ATTEND THE FIRST DISTRIBUTION OF THE MAUNDY MONEY AT ST. GEORGE'S CHAPEL: Her Majesty, Princess Anne, the Queen Mother and Princess Margaret are accompanied by the Dean of Windsor, Bishop Eric Hamilton, after the service in the Chapel. This was the first time that Princess Anne had attended the Maundy service. Maundy money was distributed to thirty-two old men and thirty old women.

Until 1957 the distribution of the Royal Maundy had taken place in London for at least 300 years. At one time it was held at the old Chapel Royal in Whitehall, but towards the end of the last century Queen Victoria decreed that it should take place at Westminster Abbey. After the accession of Queen Elizabeth II, the ceremony in 1953 was held at St. Paul's Cathedral, as the Abbey was being prepared for the Coronation. Since then, it has taken place at Southwark Cathedral, in South London, and at St. Albans Cathedral, in Hertfordshire. This year it was the Queen's wish that the ceremony should take place at St. George's Chapel, Windsor. Her Majesty was accompanied by members of her family, and, in accordance with tradition, presented purses with the specially-minted coins to as many men and women as there are years in her age (some of the nominees were unable to attend). The custom of distributing the Royal Maunds or Maundy Money, a relic of the washing of the feet of poor people performed by the Sovereign or his consort, dates from the reign of Edward III. James I distributed the doles personally, but later it became the function of the Lord High Almoner.

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THE ROYAL ACADEMY SELECTION COMMITTEE : Members of the Committee decide on a picture for the Summer Exhibition. From the left are : James Woodford, R.A., Jam Gunn, A.R.A., John Aldridge, A.R.A., David McFall, A.R.A., Robert Austin, R.A., Sir Charles Wheeler (President of the Royal Academy), Arnold Mason, R.A., A. R. Middlet Todd, R.A., Ruskin Spear, R.A., Edward Le Bas, R.A., J. Cosmo Clark, R.A., and Siegfried Charoux, R.A. The Summer Exhibition opens on May 2 and closes on August 1

A London Newsletter

195-198, Strand, W.C.2

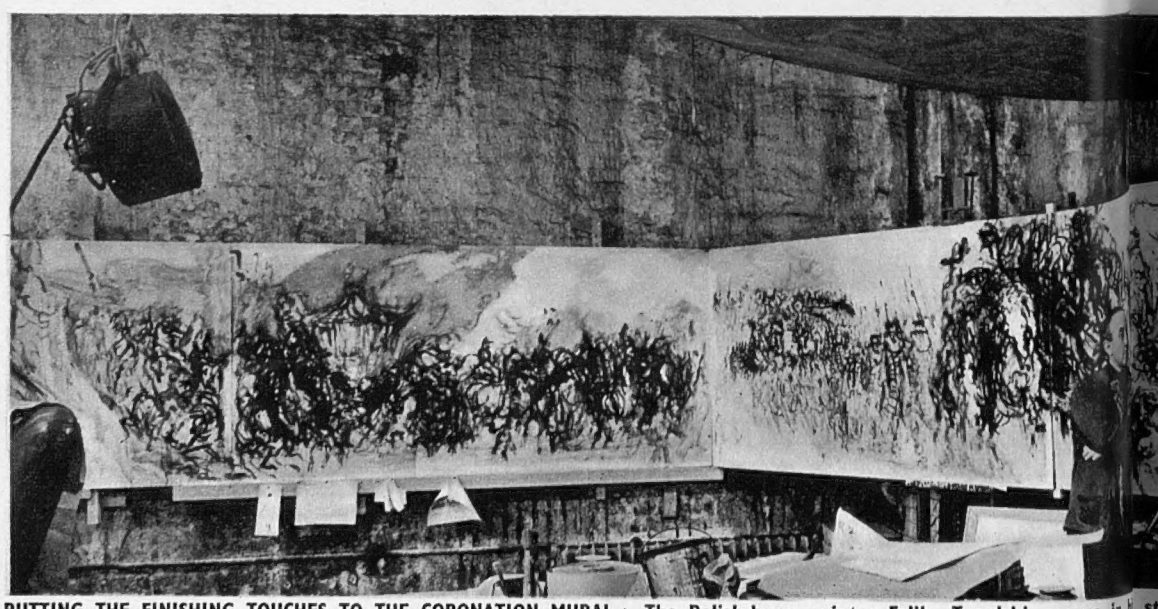
Delegate, Not Leader—It would be a mean and unjust mind which sought to belittle the value of Mr. Macmillan's Odyssey to the Kremlin and to Washington, via Paris and Bonn. It is unwise and tactless to claim that he has wrested from America, or otherwise assumed, the leadership of the Western Great Powers, and it is too early to acclaim or assess the degree of his triumph of statesmanship. He would agree with that himself. What he has done was to act for the Western Alliance at a time when the leaders in America, France and Bonn were physically unable or not yet ready to undertake that work, and, all through, Mr. Macmillan has been careful to repeat that he was acting as the only available representative to speak for four Great Powers, united in vital principles, to Mr. Khrushchev. So much for "assuming leadership." Our Premier was acting as delegate for the Western Alliance. As for the triumph of statesmanship, it is true that in our history many statesmen have been accorded that honour before the fruits of their statesmanship could be picked, and have even retained the honour in history when those fruits in the end proved hollow, short-lived or otherwise disappointing: Disraeli, for example, or Neville Chamberlain. That Mr. Macmillan used all his persuasive powers at Paris, Bonn and Washington to put over his deductions from his reconnaissance is true, but the course of his negotiations at the Kremlin was well publicised, and de Gaulle, Adenauer, Eisenhower and Dulles had every opportunity to adjust their policies and previously expressed limitations as those negotiations proceeded. Mr. Macmillan's triumph at this stage is that as delegate he has secured compromise and some measure of co-operation with Khrushchev and with his opposite numbers in the Alliance to the point of agreement that a Summit Conference is vital and must not be postponed beyond this summer, whatever obstacles may arise in the course of preceding exploratory conferences at lower level. The ultimate triumph must wait on results from the Summit, and, as in the conquest of Everest, that triumph will be shared by a team composed of all participants. A victory at long last for sanity and restraint in a mad world poised on the crater's edge. No part of that argument detracts from the service Mr. Macmillan has given to the cause of peace or belittles the goodwill and tact and selfless energy he brought to the task.

Mr. Bevan Was Rather Beastly—It follows that Mr. Bevan's bitter attack on the Premier last week at a Manchester rally, in the course of which he did not press the charge that Mr. Macmillan's reconnaissance was merely a pre-election stunt, certainly suggested that his own attack on the Premier was just that. "I know Mr. Macmillan. He is a man who deals in charades, a *poseur*. . . . Behind that Edwardian countenance there is nothing." He has flitted from one office to another with faithless love. That last charge is a little unjust. Socialist and Tory statesmen alike have always reached the top by promotion from minor to major offices, not of their own volition, and there was nothing of the butterfly about Mr. Macmillan's "flit" to the Ministry of Housing. It is obvious to many that Mr. Bevan has lately felt it necessary to restore to his oratory some of the vitriol and ginger which used to electrify his demagogy and point his lambent wit, but this effort at rehabilitation by philippic, it seemed to me, neglected the rules of the great masters of personal invective, such as Cicero and Pope. It turned on the heat too full and too exclusively.

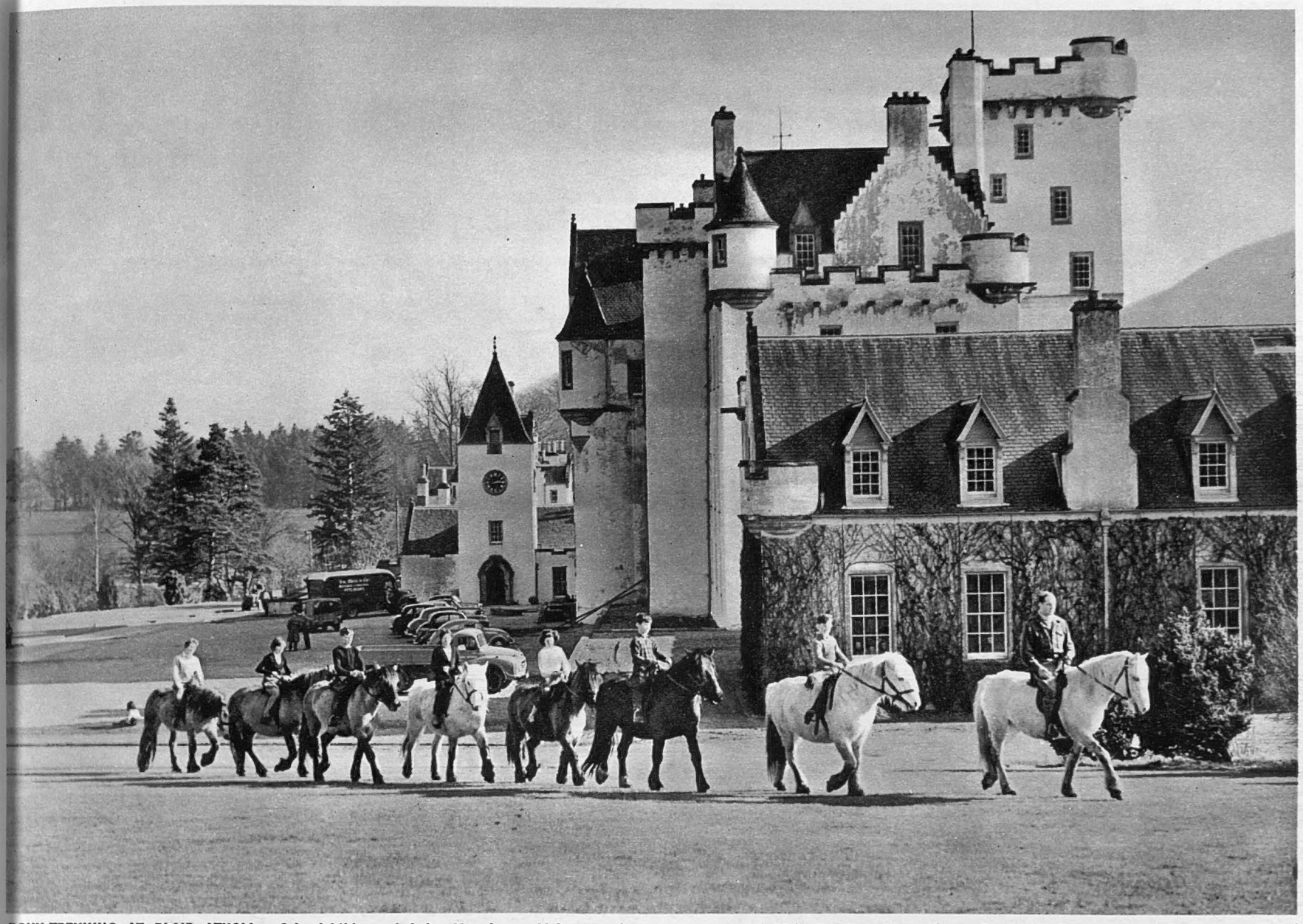
Egypt and Israel—When Nasser seized the Suez Canal in 1956 our Government was even more concerned for the future of the Canal as an international waterway free to all nations than for its efficient maintenance under changed ownership. The latter anxieties were certainly expressed and have proved groundless. The long-term first danger was stressed by Sir Anthony Eden and by Israel, the most obvious and experienced victim. At the moment, the recent hold-up by Nasser of Israeli cargoes is no more than an "incident" which probably both sides will have no desire to enlarge or exploit to a crisis. Nasser has too much on his plate. Israel can have nothing to gain and much to lose by precipitating a crisis at this moment. The gesture, no doubt, has acted as a stimulus to bind closer the Arab world under Egyptian leadership after the setback caused by events and pronouncements in Iraq. For hatred and fear of Israel is the chief bond of unity among the Arab States, and such gestures and their possible consequences revive that never-dormant fear. But Israel's trade is expanding, and especially eastwards, and it means everything to Israel's strained economy; accordingly, if more of such incidents occur in the Canal or the Gulf of Aqaba—the most usual scene—it would soon become an intolerable interference in that vital trade expansion and might well lead to a major flare-up in the Middle East. The time has come when Nasser may well need new devices to maintain his prestige in the Arab world, and there is none so sure as reviving fear of Israeli military action. But he no longer really possesses even his specious excuse of "a state of war" to justify his holding up Israeli cargoes, and if he continues his gestures he will be playing with lighted matches in a powder magazine—in the eyes of most of the world. The Western Powers must closely watch this obvious danger and remember that Sir Anthony foresaw it and is now justified in his forethought.

The Wobbles of Dictators—It seems to me that the relentless consistency of dictators has weakened since the sombre end of Hitler. The modern dictator is much more like a wind-vane than a fixed direction pointer, and I am astonished by the swiftness of the changes in major policy, how often they relent or consen after "vowing they will ne'er consent," how often yeste day's No. 1 ally or enemy becomes No. 1 *vice versa* Nasser, for instance: the new enemy No. 1 is Communism Yesterday, Communism was the U.A.R.'s ally and Western Imperialism was enemy No. 1. But now Western Imperialism is not worth powder and shot. And Khrushchev? When he liquidated Stalinism, he seem to have given dictatorship an Eton crop. Hitlers and Stalins are *out*. Inflexibility cuts no more diplomatic ice Alternate roars and coos, like the dropping of water o rock, are the best underminers of opposition. Makario too, was lately transformed into a conciliator, a preache of restraint and compromise, and even Grivas has sheathe his sword beneath the mantle of an honoured national hero Very few adamant dictators have died peacefully in their beds or gone to their final account long honoured any where, and it may be a hopeful sign for the future of world sanity that the breed of dictator is beginning to see the occasional use of the velvet glove drawn over the iron hand may prolong their days of power and possibly keep the other side longer in the guessing game. It is too early to hail the dawn of a new understanding in human relations with an appreciation of the other fellow's point of view Too soon to claim that the virtues of good manners and fair compromise are among the most valuable weapons in achieving an objective. Enough to hope that the Hitler brand of dictator is accepted as *vieux jeu*.

Sartorial Bravery—The confidence of the master-tailors who prophesy a return by men of fashion to the more colourful attire of their first Elizabethan ancestors seems to me to stand or fall by the moral courage of men of Fashion. True, the Teddy boys have given a fine lead, with their ginger whiskers, scarlet socks and



PUTTING THE FINISHING TOUCHES TO THE CORONATION MURAL : The Polish-born painter Feliks Topolski pauses in h completing his mural depicting Coronation scenes. The work was commissioned by Prince Philip a On wooden panels, it is over 100 ft. long. Among Topolski's other works is a 60 ft. by 20 ft. mural "Cavalca



PONY-TREKKING AT BLAIR ATHOLL : Schoolchildren, led by Mr. Angus McIntyre, the estate groom of Blair Castle, set out from the castle for a pony trek in the hills of Perthshire. Blair Castle, near Blair Atholl, is the home of the Duke of Atholl. The oldest portion dates back to 1269 and the castle has historical connections with Mary Queen of Scots, "Bonnie Dundee" and Prince Charles Edward Stuart. In the summer it is open to the public and there is a special exhibition of Jacobite relics.

multi-coloured vesture. The man about town may not care to imitate the Teddy boys, but the master-tailors of the Men's Fashion Council once more confidently predict that at least these dandies will go more Edwardian with the return of velvet collars, "flared" waists, double-breasted coats, capes with red-satin linings, and velvet-edged cuffs, not to speak of a dinner-jacket suit of russet grey with maroon spot and collared in velvet. Even for day wear their check trousers will sport a black vertical braid stripe and their waistcoats will be double-breasted and similarly braided. Women, it is said, dress neither to impress men nor to make other women jealous. They dress to give themselves confidence. With men, I am convinced, the confidence must come before the dressing, not after. That is why men's fashions have altered so very little since Edwardian days while women have run the gamut of permutation. I have often read in spring of the master-tailors' intentions of brightening and reforming men's wear. Yet somehow my old suits seem to remain in fashion or, at any rate, unremarkable. Once more, I fear the master-tailors overrate men's moral courage.

studio under Hungerford Railway Bridge, in London, while will line the gallery outside his study in Buckingham Palace. of Commonwealth" painted for the Festival of Britain.

It only exists, in the matter of clothes, among those who wish to call attention to themselves as revolutionaries or to assert an importance they neither possess nor at heart believe in.

Cruel Sports—The League Against Cruel Sports, which numbers several strict vegetarians, intends to leave no stone unthrown to achieve the final liquidation of hunting and other blood sports. More rigorous in its efforts than the R.S.P.C.A., it regrets that that larger and more influential body still swallows hunting and vivi-section. Lord Grey de Ruthyn, President of the League, is all-out for a campaign *à outrance*. From the Queen downwards, no person is to be spared attack, and the latest letter of protest is addressed to Prince Philip, the Queen having so recently received one. Dear me, how difficult it all is to keep a sense of proportion and balance ! In the last decades the world has observed more insensate, bestial, mass-cruelty imposed on men than in the whole of two centuries of the Dark Ages or Middle Ages. The whole force of humanitarian zeal might well be canalised to relieving the surviving human sufferers, but certainly is not. Still as of old the humanitarians have their favourite causes, and to-day I think the animals have a better press than the humans. You never can tell where or when the case of an animal may stir up human controversy. Take Chedsoy, in Somerset. There the new vicar persists in bringing his terrier into church for matins and evensong. He says his dog has as much right as a human to practise his religion, if his behaviour in church is reverent. Members of his Parochial Council and parishioners deny this, and say that the dog interrupts christenings and makes the children giggle or squeal. Is this a case for the League Against Cruel Sports to take up and, if so, on which side will they fight ? That, I suppose, may depend on the temperature of the church or the length of the sermon. I find it all very confusing.

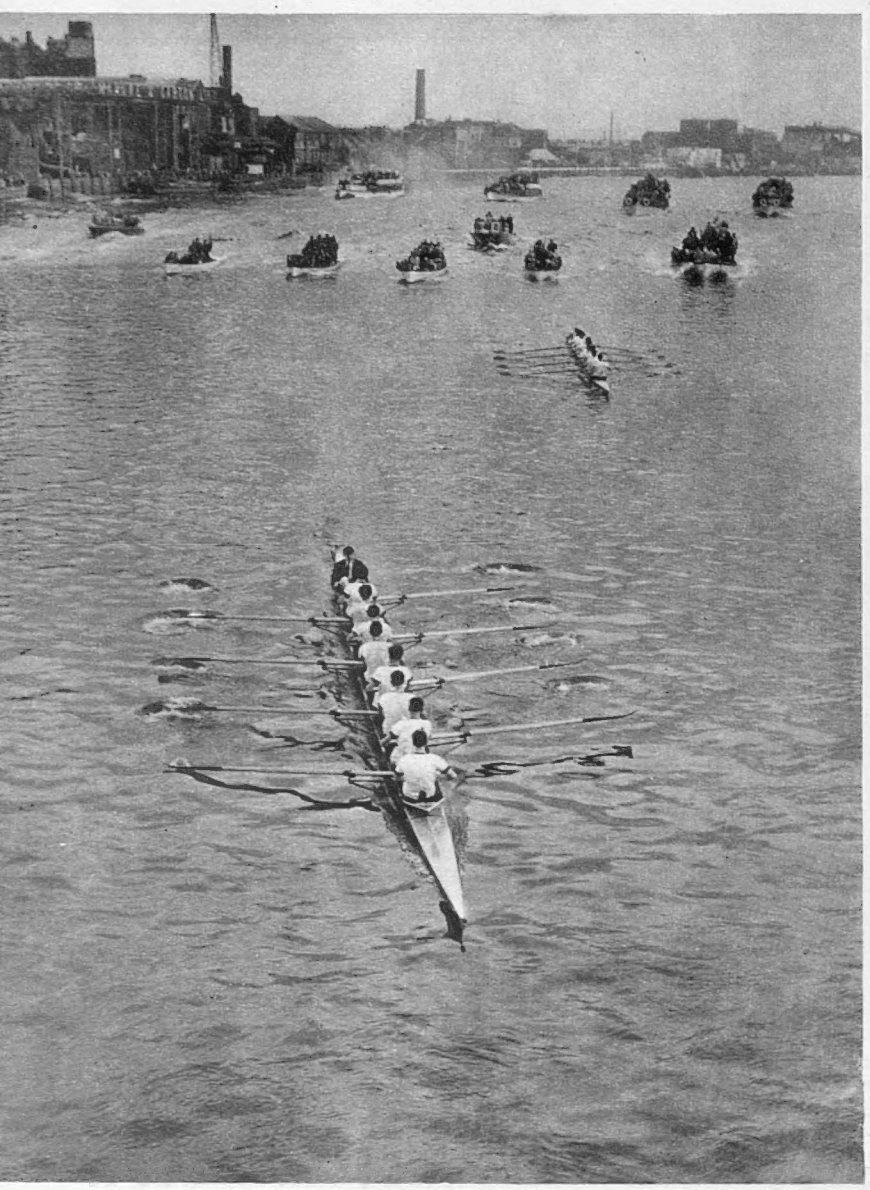
Becher's—This year's Grand National photographically suggested the full horrors of the "Broken Hill" Steeplechase, and certainly there were one or two casualties during the race. It is wonderful how few there were. But the scene on the far side of Becher's Brook this year emphasised not only the danger but the *luck* of that famous race of international interest. It was a shambles of riders and horses lying prone, and even sideways, along the landing space, and in such conditions the chances of riders and horses which had been jumping impeccably and showing no sign of faltering, were inevitably ruined. They were lucky to escape causing death or injury to themselves or others. Only a noble horse and resolute jockey can win the race, but such essential qualities are not enough. Luck plays a greater part in victory than any virtue, and if the race were run in heats of four at a time, evenly spaced, the roll of winners of the National would be very different. The National holds its place in public interest for reasons quite different from the Derby or other classics. Racegoers worship the goddess Chance, who can, if she smile, bring the big prizes, and those who in their London clubs study form and believe they can make money on the flat, realise that no amount of nice calculation of form can spot the winner in a great steeplechase, such as at Aintree in 1959, where only four out of more than thirty completed the course. Of late years, every Grand National has raised protests from humanitarians, and this time a Tory Member will raise in Parliament the demand to ban or modify the dangers of the race. The course at Aintree is already less stiff than once it was. I rather doubt that "mounting wave" of indignation in the country. The race is still immensely popular and the riders are not included in the wave of indignation. They are ready for all risks, and want the National to remain a supreme test of courage and endurance. It may be illogical, but that is common to all forms of sport which involve danger to men or animals.

Elephant and Castle—There has been some controversy in the Press concerning the origin of this famous sign, so well known to Londoners and, incidentally, on the badge of the 10th Madras Infantry. The sign was undoubtedly common in the Middle Ages, and the early chess castles were designed in the form of an elephant bearing a castle on its back. The City of Coventry in 1345 adopted this crest in that form. I was always given to understand that the ancient family of Corbet, of Moreton-Corbet, Shropshire, were first in the field in adopting it as one of their crests. Certainly they are as a family old enough to make the claim, though I do not know when they adopted the crest. For they were descended in unbroken male line from Corbeau, a noble in William I's train, and, indeed, have sometimes claimed to descend from Corvinus, a noble Roman. These Corbets of Shropshire had been summoned to Parliament as Barons before Coventry, in a near-by county, adopted the same crest.

THE OLD STAGER

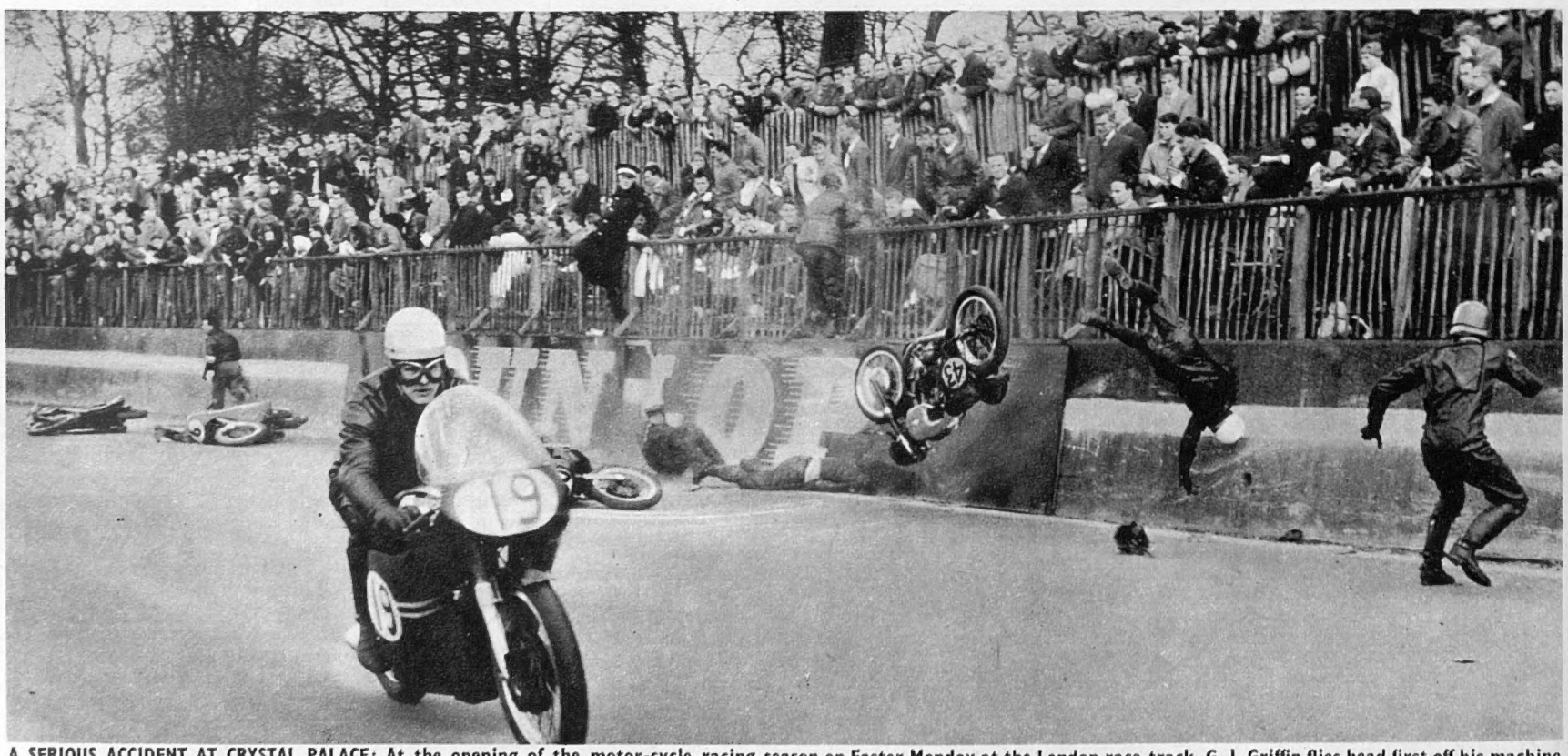
BANK HOLIDAY WEEK-END

The Boat Race; March from Aldermaston; Tragedy at Crystal Palace



OXFORD'S BOAT RACE: Followed by a fleet of launches, the Oxford crew has an eight-second lead over Cambridge as they come up to Hammersmith Bridge. Breaking a run of Cambridge successes, Oxford won the 105th boat-race by six lengths in a time of 18 mins. 52 secs. Conditions were good, with a light south-westerly breeze, as Cambridge won the toss and chose the Surrey station. Both crews made a good start and by the end of the first minute Oxford were leading by a canvas. They soon increased this lead, and as they reached the Mile Post the two crews were in line ahead, Oxford rowing well within their resources and Cambridge at a slightly higher rate of striking, trying to make up ground. But the Dark Blues, one of Oxford's finest crews for some time, continued to draw away and finished comfortably in the lead.

PROTEST MARCH FROM ALDERMASTON TO LONDON: From the roof of the National Gallery can be seen part of the vast crowd of people in Trafalgar Square after the march from Aldermaston organised by the Campaign for Nuclear Disarmament. It was estimated that some 3,000 marched for four days from the Atomic Weapons Research Establishment. The number rose to 10,000 for the final leg of the trek from Turnham Green. In Trafalgar Square, as for two hours the column of the marchers arrived, the figure rose to nearly 20,000 listening to short speeches from their leaders. The campaign charter against nuclear war was handed in at No. 10, Downing Street, and a copy was taken to Lambeth Palace. One of the speakers in Trafalgar Square was Mr. R. Willis, Chairman of the T.U.C., who praised the campaign and called for every country, including Russia, to hold such demonstrations. There were more elderly people among the demonstrators than on the march last year.



A SERIOUS ACCIDENT AT CRYSTAL PALACE: At the opening of the motor-cycle racing season on Easter Monday at the London race-track, G. J. Griffin flies head first off his machine, No. 43. On the extreme left is the machine of E. T. Borer, who crashed into the safety boards and was killed. Five riders could not swerve in time and one of them, P. D. R. Luscombe, was also killed. His machine (centre) is almost hidden by No. 19. Altogether six riders were involved; two were killed and two were badly injured.

Revolt in Tibet

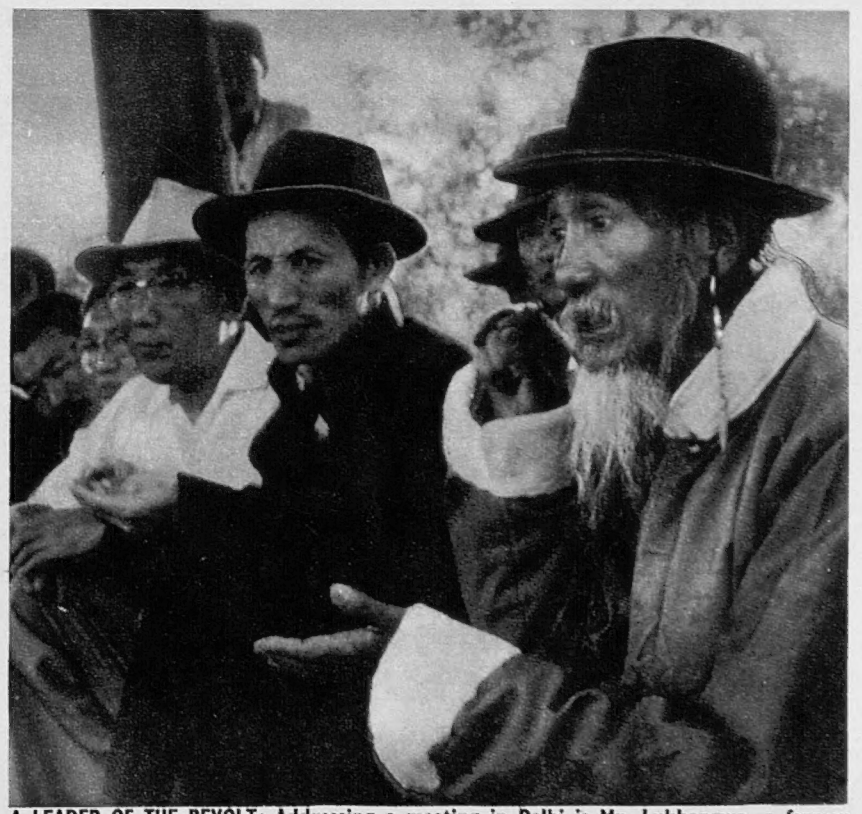
The National Uprising Against Chinese Domination of the World's Most Remote Country

KEY FIGURES IN THE TIBETAN FERMENT: *Left*—Mao Tse-tung (centre), then Chinese President, is seen with the Dalai Lama (right) and the Panchen Lama. The picture was taken in Peking in 1956. *Right*—The Dalai Lama holds a bunch of flowers in Delhi. Mr. Nehru is behind him. This is another picture from 1956. *On left below*—Ngabou Ngawang Jigwe was named early this week as a member of the puppet government set up in Lhasa by the Chinese Communists.

The origins of the uprising in Tibet can be said to date to 1947. Until then the Tibetans had for generations relied on the British in India to respect their independence and to protect them from any outside interference. The withdrawal of the British from India left Tibet open to encroachments from China and these were not slow in coming with the establishment of the Red Government in Peking. In 1951 a Sino-Tibetan treaty was almost certainly forced on Lhasa and gave China the right to military bases in Tibet. Communist infiltration increased in the following years, but in 1957 strong anti-Chinese feeling among the Tibetans caused Mao Tse-tung to lessen the pace of his "reforms."

In the middle of last month the trouble came to a head. Early this week the situation was still very confused, but reports indicated the following course of events. Round about March 19, Tibetan nationalists attacked the Chinese forces in Lhasa. The latter, being very superior in numbers, took counter-measures, including, it is believed, bombing from the air, and gained the upper hand. Meanwhile, the Dalai Lama, the supreme spiritual and temporal authority, had left the capital with most of his Cabinet. The Chinese set up a new government under the Panchen Lama, who, like the Dalai Lama, is a god to the Tibetans but does not have so much authority. The present Panchen is apparently pro-Communist, but in a land where theology counts as much as politics his claims to reincarnation are not universally accepted. The Chinese were also said to be dropping paratroops on the southern border of Tibet to prevent the Dalai Lama reaching India. Peking claimed that he was "a prisoner" in the hands of "rebels" and had been forcibly abducted. Other sources believed him to be the inspiration of the National anti-Communist movement.

SUPPORT FOR THE FREEDOM FIGHTERS: Outside the United Nations building in New York Americans of Mongolian descent demonstrate solidarity with the insurgents in Tibet. They are Buddhists who accept the spiritual authority of the Dalai Lama.

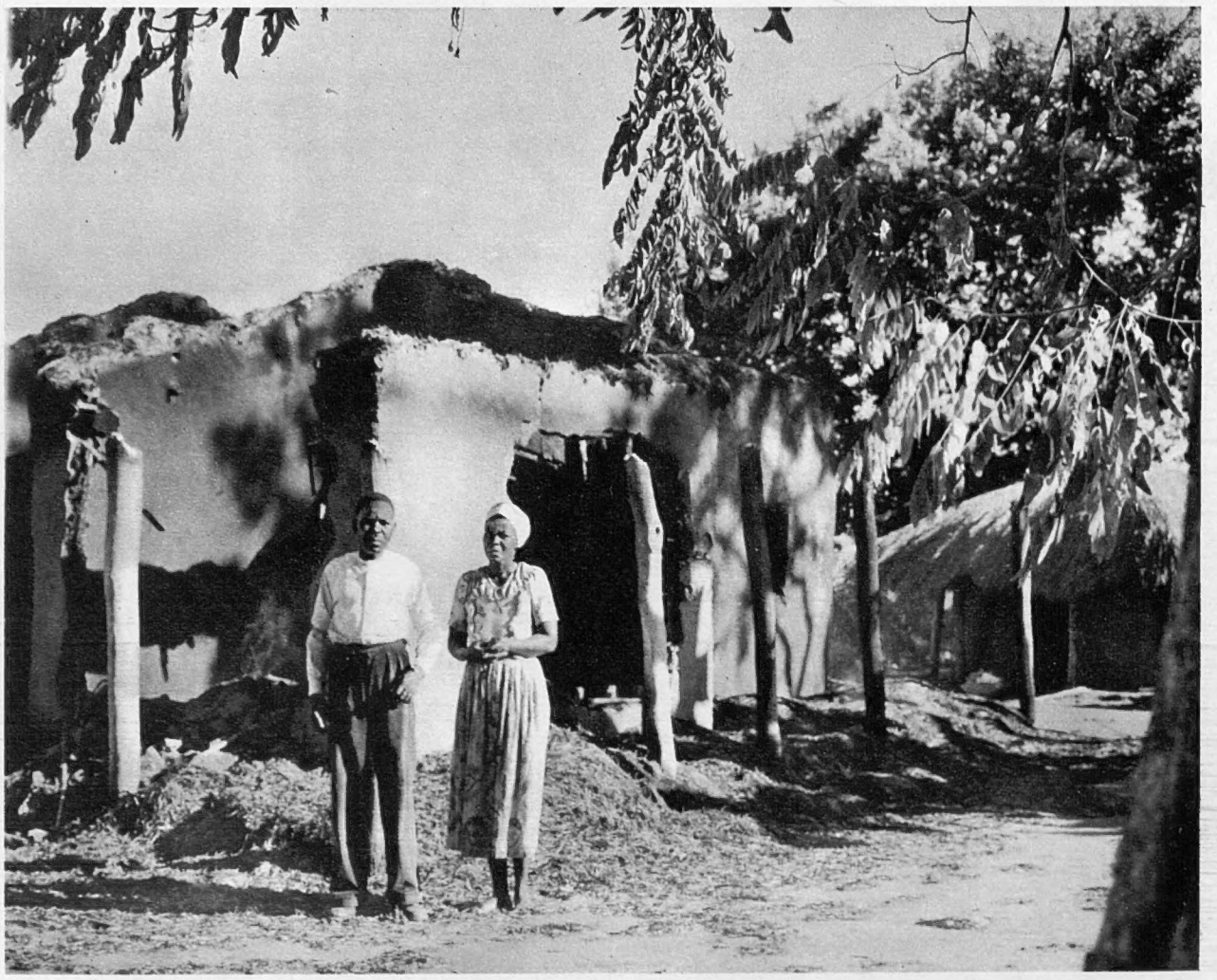


A LEADER OF THE REVOLT: Addressing a meeting in Delhi is Mr. Lukhangwa, a former Prime Minister of Tibet, who is reported to have been one of the prime movers in the uprising in his country. Last week he was in India to rouse sympathy for the revolt.

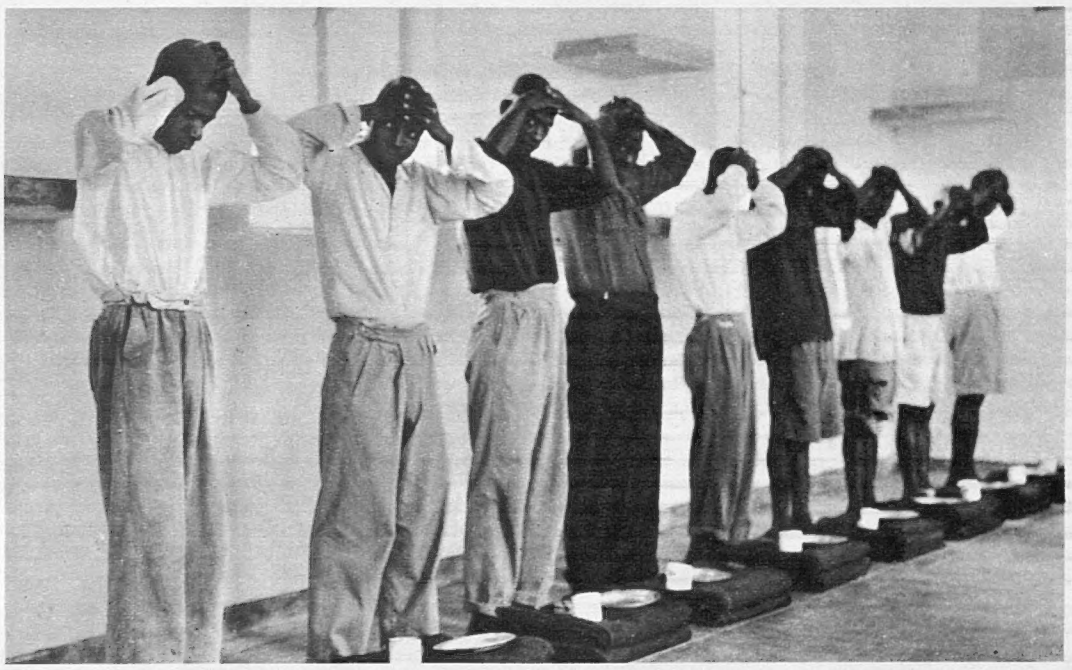
INVESTIGATING THE PLOTS

A Commission of Inquiry to Examine the Turmoil in Nyasaland

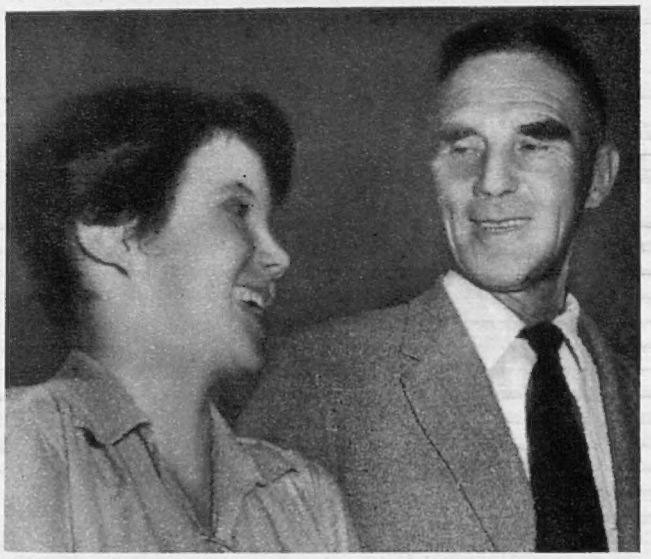
FOLLOWING the dispatch by Sir Robert Armitage, the Governor of Nyasaland, giving some details of a plan of violence to be carried out by the African National Congress, it was announced in the Houses of Parliament that a commission of inquiry was to be set up. Its terms of reference would be to "inquire into the recent disturbances in Nyasaland and the events leading up to them and to report thereon." Mr. Justice Devlin agreed to serve as chairman, with three other members—Sir John Ure Primrose, a former Lord Provost of Perth; Sir Percy Wyn-Harris, formerly Governor of the Gambia; and Mr. E. T. Williams, Warden of Rhodes House, Oxford. During the debate in the Lords, Lord Perth, Minister of State for Colonial Affairs, emphasized that the commission would in no way be concerned with the political future of the Protectorate. He went on to say that it could be hoped that the situation would shortly be completely under control. He emphasised that under the pledges in the preamble to the 1953 Constitution, Northern Rhodesia and Nyasaland would continue to enjoy separate government as long as their respective peoples so desired. Members of the African National Congress in Nyasaland have for long expressed fears that in continued federation with Southern Rhodesia they would not gain political freedom.



OUTSIDE THEIR RUINED HOME : Chief Kunthembwe and his wife stand outside the shell of their house, some 18 miles from Blantyre, in Nyasaland, after it was burnt down by rioters. He had expressed criticism of the African Congress's policy.

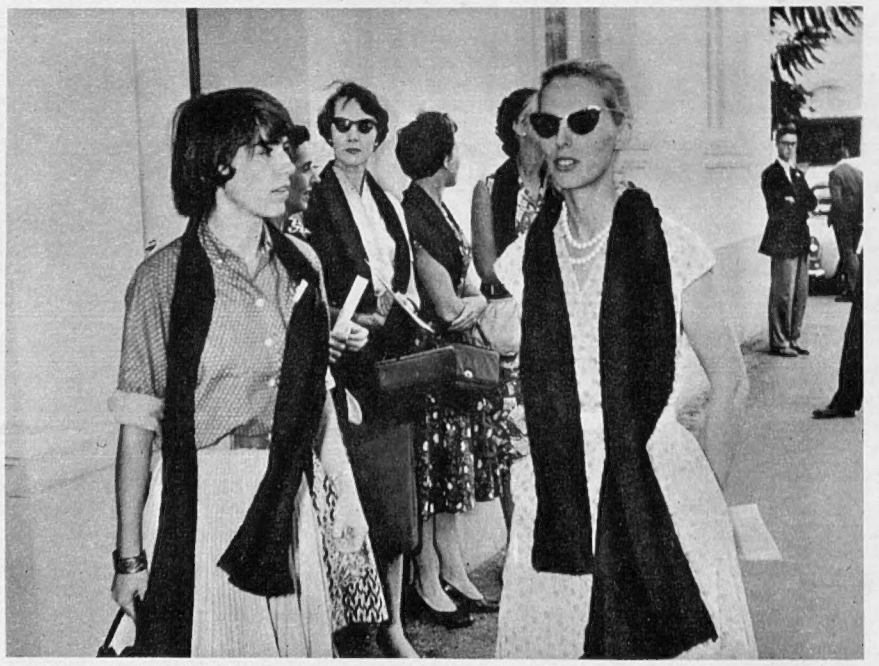


POLITICAL DETAINEES IN NYASALAND : With their hands on their heads, the prisoners line-up in the dormitory of a detention centre at Limbe, near Blantyre. Some 600 Africans had been detained under the emergency regulations up to the time of the announcement in London of the setting-up of a committee of inquiry.



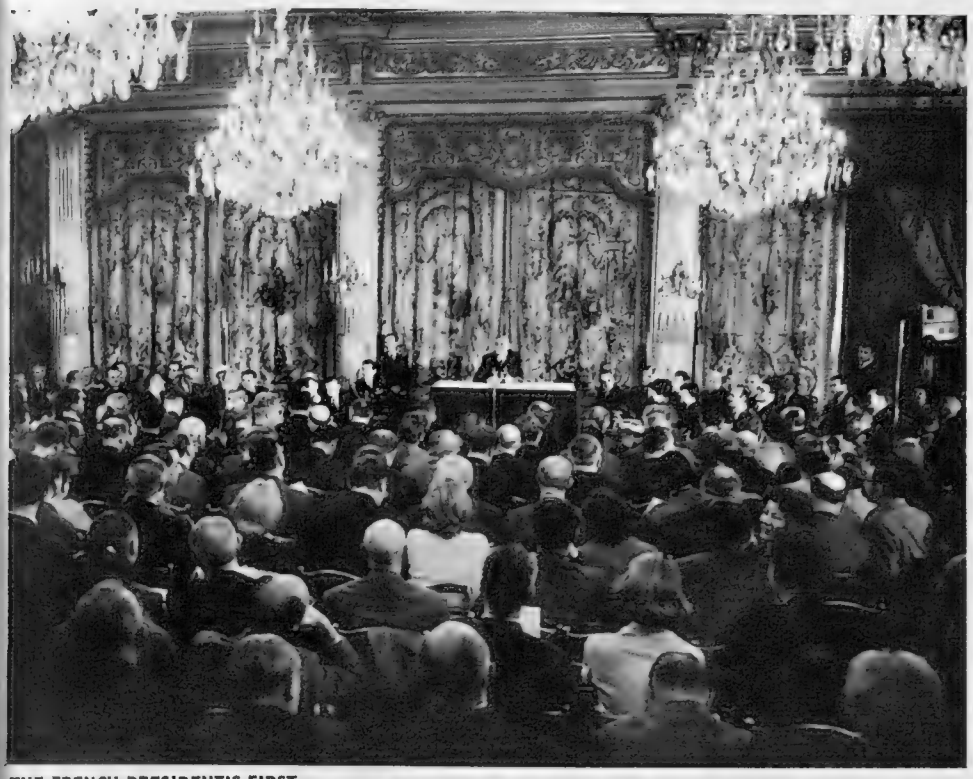
MR. GUY CLUTTON-BROCK AND HIS DAUGHTER : The only white member of the Southern Rhodesia African National Congress was released last week. He was detained under the Rhodesian emergency regulations. This he described as "completely unjust."

WEARING THE BLACK SASH : Outside the Parliament Building in Salisbury, Southern Rhodesia, are women wearing the sash in protest against the actions of the Federal Government. On the steps in a trilby hat is the Duke of Montrose, a Federal M.P.



PROTESTS IN SALISBURY : Outside the Parliament Building in the Southern Rhodesian capital women wear black sashes. These were used as symbols by those opposing the *apartheid* measures passed by the Government of the Union of South Africa.

The News in Pictures



THE FRENCH PRESIDENT'S FIRST PRESS CONFERENCE: At the Elysée, in Paris, General de Gaulle speaks at his first Press conference since he became President of the Republic. He warned Russia that interference preventing Western troops from having access to Berlin would be "a hostile act towards the Western powers." The principal points that he made were that Germany was in no way a threat to France and that it was impossible for his country to remain neutral. Germany was "an essential element for the life and progress of Europe and the whole world."

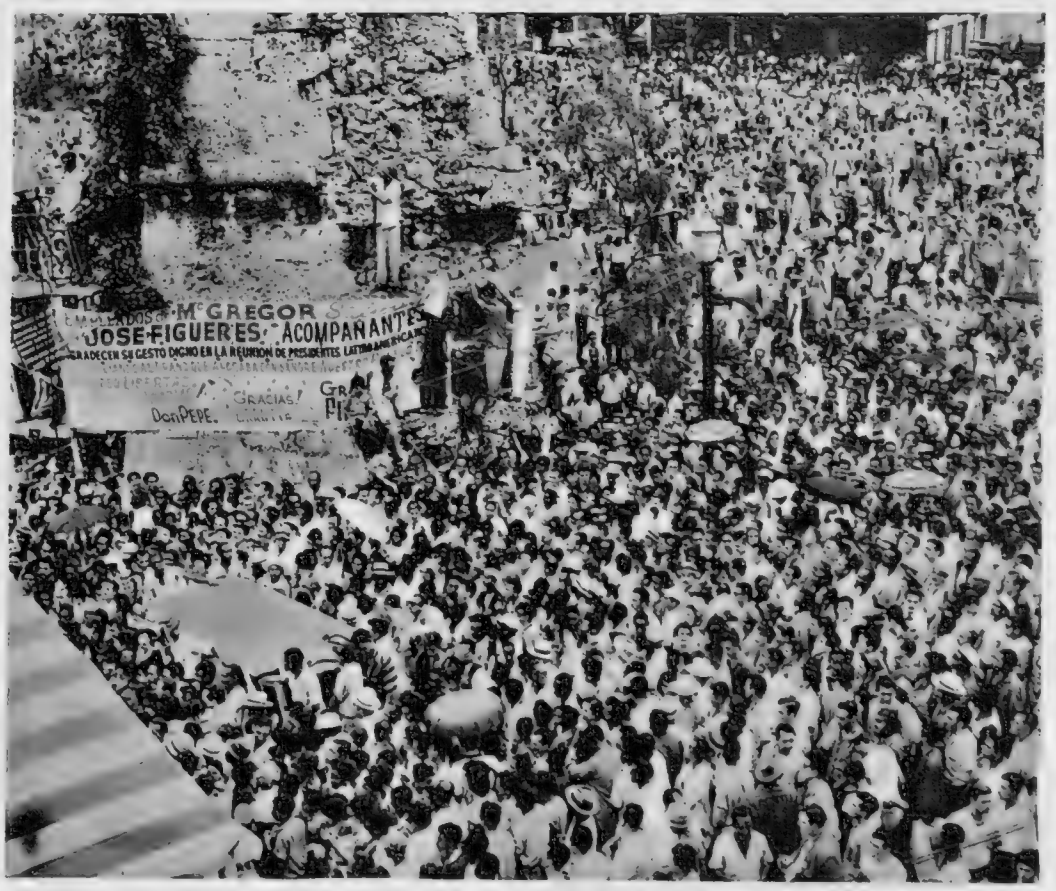
LABOUR HOLD SOUTH-WEST NORFOLK. Mr. A. V. Hilton, the new Labour M.P. after the by-election, shows a campaign pamphlet to one of his constituents at Marham, during a pre-election tour. The results of the polling were: A. V. Hilton (Labour), 15,314; Mrs. M. E. Kellett (Conservative), 13,960; and A. Fountaine (Independent), 785. The Labour Party's majority of 1354 was up on that at the General Election. Then, Mr. Sidney Dye, whose death caused the by-election, had a narrow majority of 193 in a straight fight. The poll was heavy on both occasions. Many cars were used by both sides to bring in voters from the scattered villages in the mainly agricultural district.

On right—

FIRST DUTCH CARS SINCE THE WAR: Daf-600 vehicles roll along the trimming line at the plant at Eindhoven. Public delivery started at the end of March. The plant, which until recently only built civil and military transport vehicles, hopes to gain a substantial place in the small-car market of Holland.

NORTH BORNEO DELEGATION: At the Colonial Office in London, Mr. Lennox-Boyd, the Colonial Secretary, greets the Sultan of Brunei, at the head of a delegation from the State Council. Talks began on the new written constitution for Brunei proposed by the Sultan in 1957.

CROWDS LISTEN TO A SPEECH BY THE CUBAN PREMIER: Watching a parade from in front of the Presidential Palace in Havana are, from left, Dr. Fidel Castro; the Cuban President, M. Manuel Urrutia; and Mme. Urrutia. *Right*—Part of the crowd of some 100,000 labour union members stand in front of the Presidential Palace. During the organised demonstration of the labour union members, Dr. Castro made a speech attacking the United States, alleging that the U.S. was selling arms to the Dominican Republic to which ex-President Batista fled after the Cuban revolution. An official of the American State Department later denied that there was any substance in the charge. No arms were being licensed for shipment to Batista or his followers.



THE NEWS IN PICTURES

PRESENTATION AT THE TOWER OF LONDON : General Sir Francis Festing, Chief of the Imperial General Staff, makes a presentation to Fusilier J. F. Bullen, the best recruit of the current intake of the Royal Fusiliers. The presentation took place during the passing-out parade of recruits of the Royal Fusiliers at their depot at the Tower. Fusilier Bullen is on a regular engagement. The Tower Depot has regular intakes of new recruits throughout the year.

MARCHING PAST THE C.I.G.S.: The Inspecting Officer takes the salute as men of the Tower of London Depot of the Royal Fusiliers march past the dais. The National Service men on parade will be joining the 1st Battalion, the Royal Northumberland Fusiliers, in Hong Kong. General Festing is Colonel of the Royal Northumberland Fusiliers.

GRADUATION DAY FOR ROYAL AIR FORCE CADETS : *Left*—Members of the 83rd entry of aircraft apprentices march past during their graduation and passing-out parade at the R.A.F.'s No. 1 School of Technical Training at Halton, in Buckinghamshire. The reviewing officer was Mr. G. R. Laking, Acting High Commissioner for New Zealand. *Right*—Mr. Laking is in conversation with Warrant Officer Apprentice R. P. Thompson, of the R.N.Z.A.F., who has been awarded a prize cadetship to the R.A.F. College, Cranwell.

AWARD FOR THE COMET 4 : Standing behind a model of the airliner after the presentation of the Hulton Achievement Award at the Savoy Hotel in London are, from left: Sir Edward Hulton, Sir Geoffrey de Havilland, Lord Kindersley and Sir Gerard D'Erlanger. Sir Edward presented the award to Sir Geoffrey for the achievements of the Comet 4, which was designed and constructed by the de Havilland Group. The award is made for attainments enhancing British or Commonwealth prestige.

NEW COLOURS FOR B.E.A. AIRLINERS : This model of a Comet 4B airliner shows the new scheme of markings to be used by British European Airways on their aircraft next year. The entire wing surface, both top and bottom, is painted bright red. The fuselage retains its white roof but the sides are grey with a black line running at window-level from nose to tail. The new livery, making the airliners more conspicuous in the air and on the ground, is for safety and identification purposes.

THE NEWS IN PICTURES

THE DEFECTION OF AN ALGERIAN REBEL LEADER: At a small village in Algeria, the rebel leader Ali Hambli (centre) talks to a lieutenant of his group of 150 men and a French officer. The group crossed the no-man's-land between the French defences and the Algeria-Tunisia border and gave themselves up with all their arms. According to a statement issued later in Algiers, Ali Hambli had been against the all-out war policy of the F.L.N. leaders in Tunisia and was in favour of General de Gaulle's cease-fire proposals.

NEAR THE TUNISIAN-ALGERIAN BORDER: A group of the rebels under Ali Hambli stand at attention after they had given themselves up to French forces. M. Debré, the French Prime Minister, arrived in Constantine shortly after the rebel surrender; he said that the proposals for an honourable cease-fire were still valid. Fighting continued between French troops and the rebels of the F.L.N. (Algerian National Liberal Front) as the background to M. Debré's tour of Algeria. The French claimed to have killed ninety-six rebels in a battle near Mascara.

AN ATTEMPT TO CONQUER DHAULAGIRI: Austrian mountaineers are seen after their arrival in Katmandu, Nepal, to attempt to climb the 26,795-ft. peak in the main chain of the Himalaya. From the left are Wilfred Wehrle; Fritz Morovec, the leader of the expedition; Stefan Paner; Otmar Kucera and Erich Vanis. Dhaulagiri is now the highest unclimbed mountain in the world. Several attempts have been made to conquer it, but the last 750 ft. have often and lethally rebuffed the most skilled and resolute efforts of successive expeditions. In June, 1956, an Argentine party was defeated by avalanche conditions. Two porters lost their lives during the expedition.

ENGLAND CRICKETERS RETURN HOME FROM AUSTRALIA AND NEW ZEALAND: Members of the M.C.C.'s 1958-59 touring team, led by Peter May (second from right), arrive at London Airport. They had flown from New Zealand, where they had played several matches after their Australian tour. Also in the picture are, from left, Trueman, Mortimore, Graveney, Watson, and (on right) the baggage master, George Duckworth. Some members of the team returned to this country direct from Australia. Others were due to arrive later.

GILBERT COPYRIGHT PETITION PRESENTED IN PARLIAMENT: Miss Dorothy Mary Alderley is met outside the House of Commons by Mr. Lawrence Turner, the Conservative M.P. for Oxford, before he presented to the House a petition organised by her. The petition, containing about 500,000 signatures, asked that steps should be taken to vest the copyrights of Gilbert and Sullivan operas in some public cultural body. The Sullivan part of the copyright expired nine years ago with, Mr. Turner said, "disastrous results." The Gilbert part expires in 1961. The object of the petition was to protect the Gilbert rights and so preserve what many people believe to be part of our cultural heritage.

THE ARMY FIGHTS MOSQUITOES IN HAMPSHIRE: Bulldozers of the Royal Engineers clear away vegetation from War Department scrubland at Stokes Bay, Gosport, Hampshire. The area is a breeding ground for swarms of mosquitoes and last year several people were severely bitten by the insects. Anti-mosquito sprays have already been used and the Army were clearing away all vegetation and filling in waterholes and an old moat. With no water and no plants the mosquitoes will not be able to breed.

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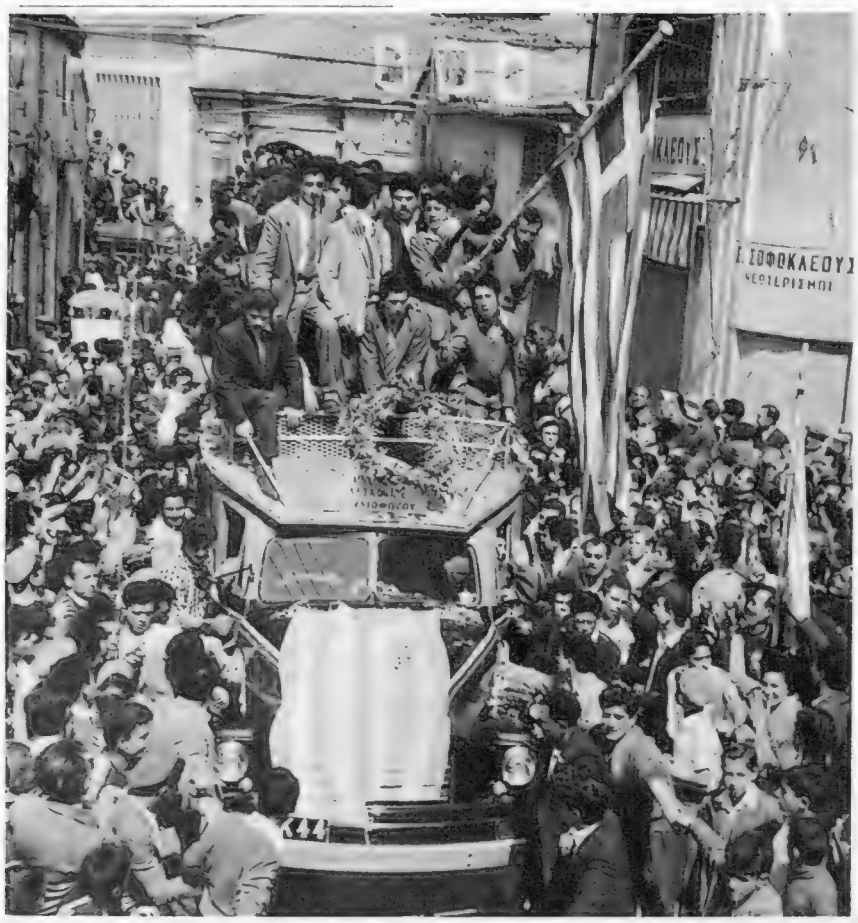
THE NEWS IN PICTURES



EOKA MEN WELCOMED IN NICOSIA; Crowds throng buses carrying 300 members of the Cyprus organisation, granted an amnesty following the surrender of arms. After the organisation was officially disbanded there was a wave of juvenile lawlessness on the island; teenagers smashed the windows of two petrol stations and assaulted a senior British official. The outbreaks were much deplored in Cypriot circles on the island. In Athens, General Grivas was awarded the gold medal of the Athens Academy —this was the first time the high honour had been conferred on an individual. The former Eoka leader was greeted as "our national hero."

FIRST MEETING OF THE JOINT COMMITTEE ON CYPRUS: At Carlton House Terrace, in London, are, from left to right, Mr. Rossides, representing the Greek Cypriot Committee; Mr. Birgi, the Turkish Ambassador in London; Mr. Profumo, Minister of State for Foreign Affairs and the British representative on the committee; Mr. Seferiades, the Greek Ambassador in London; and Mr. Osman Orek, representing the Turkish Cypriot Committee. At the first meeting of the committee it was decided to set up a committee of deputies to consider the programme of work. This is connected with the problems arising from the retention of areas of Cyprus under British sovereignty and the financial and economic factors which are involved in the creation of an independent Republic of Cyprus.

On right—

GENERAL KASSEM IN BAGDAD: The Iraqi Prime Minister walks towards the official dais during the celebrations of the annual holiday in Iraq of the coming of spring. Many thousands of people went to Bagdad to celebrate the holiday.

AN ANNUAL HOLIDAY IN IRAQ: Vehicles carrying demonstrators pass the crowds gathered in the centre of Bagdad to celebrate Tree Day, the holiday marking the coming of spring. General Kassem announced recently that Iraq had withdrawn from the Bagdad Pact and said that notification had been sent to the Bagdad Embassies of members of the pact, Britain, Persia, Pakistan and Turkey. During the last few months Iraq "froze" its membership, which had been a notice of impending withdrawal. A technical and economic co-operation agreement between Iraq and the U.S.S.R. was ratified. Under it, the Soviet Union agreed to extend a loan of about £50,000,000 to Iraq.

THE TENTH ANNIVERSARY OF EILAT: The Israeli Minister of the Interior, Mr. Israel Bar-Yehuda (centre foreground, white-haired and wearing dark glasses), walks along the quay of the port at the tip of the Gulf of Aqaba, in the south of Israel. In the background Israeli warships are dressed overall. At a meeting of the local council on the occasion of the tenth anniversary of the port, Mr. Bar-Yehuda announced that Eilat had been granted the status of a city. Besides its strategic importance as Israel's only outlet to the East, the city is a centre for important mining industries. The rapid development of this modern port properly began after the Sinai campaign in 1956 and it has also become a major tourist centre in Israel.

KING HUSSEIN IN THE U.S.: In a cafeteria in San Francisco the Jordanian Ambassador to Washington (left) pours sugar for King Hussein watched by a member of the American State Department. The King later left San Francisco for Washington on a five-day visit to meet President Eisenhower for discussions on Jordan's needs for American assistance. It was expected that King Hussein would ask for assurances about the continuation of economic and military assistance. In this fiscal year, Jordan has received £28,000,000.

World Affairs

NATO's Tenth Anniversary

By JOHN CONNELL

EXACTLY ten years ago, on April 4, 1949, the North Atlantic Treaty was signed in Washington. An anniversary of this kind gives a chance for an assessment of the status, the achievements and the failures of an organisation which most of us have come to take for granted to a surprising degree.

It is as well, first of all, to remind ourselves of the atmosphere in world affairs ten years ago, and of the circumstances which—less than four years after the ending of World War II—brought NATO, with all its consequent defensive military apparatus, into being. They had been four years of rapid and deepening dismay and disillusionment. The relentless speed with which former allies, whose leaders and generals had toasted each other till their eyes popped, who had signed treaties of solidarity and friendship galore, now turned against one another, and the swift admission and prosecution of a naked race for world power, will be, I think, the two elements in the immediate post-war situation which will rivet the attention of future historians.

Nowhere was the dismay more apparent than in the Government of the United Kingdom of that time. Backed by a large and clamorous majority in the House of Commons, energetically set upon the twin tasks of liquidating imperialism and accomplishing the bloodless social and economic revolution which they deemed necessary, they were confronted—in a period of widespread moral and physical exhaustion, weakness and depletion of resources—with the harshly challenging fact that "our great Soviet ally," "the fatherland of Socialism," was revealed as bent, ruthlessly and cunningly, and by methods very different from those of the just-defeated Nazis, on world domination. In my opinion it is due chiefly to two men in that Government that the challenge was answered with such realism and such courage: Attlee as Prime Minister and Ernest Bevin as Foreign Secretary.

Bevin was one of the first to recognise the urgency of the issue, on the military and political planes just as much as in the social and economic matters which had always seemed to me of far more fundamental significance. Without Bevin there certainly would have been no Marshall Plan, or O.E.E.C. Would there have been a NATO without Bevin? Over a year before the signing of the North Atlantic Treaty, on January 22, 1948, Bevin told the House of Commons—in one of those rambling, often syntactically confused yet deeply impressive orations which were characteristic of him—that "the free nations of Western Europe must now draw closely together." He said that this was made necessary by the vast Soviet expansion and the forcible establishment of a ring of satellite Communist régimes in Eastern Europe, by the breakdown of the Four Power discussions on Germany, and by the Russian attitude to the Marshall Plan. He added as contributory factors the Communist rebellion in Greece and the setting up of the Cominform which, he said, was busy fomenting political strikes in France to endanger the progress of the European Recovery Programme.

It is interesting, more than eleven years later, to ponder the solidity and permanence of some of these factors, the transience of some of the others. The Marshall Plan succeeded to an extent that neither George Marshall nor Ernest Bevin could ever have contemplated; Western Europe has been so long restored to economic and social health that most of us—unless we happen to know something of the hard core of misery represented by the remaining Displaced Persons—have almost forgotten the years of ruin, squalor, hunger and hopelessness. Greece survived the agonies of the civil war, bound up her wounds, and long before the scars were healed, plunged into a long and bitter contest about Cyprus with her oldest, staunchest friend in Western Europe, the United Kingdom. It is a difficult task trying to understand and explain Greek external policy in the past few years, and Greeks are no better at it than anyone else.

The Soviet Union's grip, however, on the rest of Eastern—and much of Central—Europe is as unyielding now as it was in 1948; events in Hungary in October 1956 showed how far the Russians would go to retain that hold. Now in April 1959 the prospect of arranging another round of high-level discussions about Germany is hailed, quite correctly, as a major diplomatic achievement on the part of the British Prime Minister, who has expended a great deal of time and effort to bring it into being. But the Western Germany whose future is to be discussed is, in every respect, profoundly different from the beaten, battered, ruined nation of 1948.

Were we right in those tumultuous and crucial months to hold on, with determination, to the idea of developing and strengthening Western co-operation? Yes—without hesitation. The decisions which were embodied in the North Atlantic Treaty were reached only, it is important to realise, when the Soviet Union's inflexibly aggressive intentions had been proved beyond doubt. This proof was provided by a succession of major crises in Europe: the Russian blockade of Berlin, to which the Allied answer, in the form of a massive airlift to the beleaguered city, was notably successful; the Stalin-Tito quarrel which, expressed as it was in terms of Marxist theory, was in essence a simple repudiation by Yugoslavia of Russian pretensions to the perpetual and all-embracing overlordship of all Communist régimes everywhere; and finally the dispute about navigation rights on the Danube, in which the Allies had to accept complete defeat.

It was recognised that the West, as a whole, was endangered; if we let ourselves be defeated in detail, we should all in the end be defeated absolutely. Therefore both the United States and Canada—the latter, at this time, especially conscious of her growing strength and authority—decided in principle to play their part in regional alliances designed to promote collective security. On June 11, 1948, the U.S. Senate passed, by 64 votes to 4, the Vandenberg Resolution (named after the then Chairman—a Republican—of the Senate Foreign Relations Committee) which gave the Administration the necessary authority to proceed with talks about a defence pact. A little over a week later, Mr. St. Laurent, then Minister for External Affairs and subsequently Prime Minister of Canada, proposed the creation of an alliance between Canada, the U.S.A. and the democracies of Western Europe. Within a month, talks began in Washington between the U.S.A., Canada and the Brussels Treaty Powers (the United Kingdom, France, Belgium, the Netherlands and Luxembourg); and soon afterwards the U.S. and Canadian Governments sent observers to meetings of the committees of Western Union. Later in the year other European countries responded to diplomatic approaches; by the early spring of 1949 Norway, Italy, Iceland, Denmark and Portugal had all agreed to join a defensive military pact. The Soviet Union immediately denounced the proposal as aggressive and contrary to the Charter of the United Nations.

Nevertheless, on April 4, 1949, the representatives of twelve nations—Belgium, Canada, Denmark, France, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal, the United Kingdom and the United States—signed the North Atlantic Treaty. The German Federal Republic, Greece and Turkey later joined the organisation established by the Treaty. Each of the signatories agreed that an armed attack against one or more of them in Europe or North America should be considered an attack against them all and promised to "assist the Party or Parties so attacked by taking forthwith, individually and in concert with the other Parties, such actions as it deems necessary, including the use of armed force, to restore and maintain the security of the North Atlantic area."

The Treaty was to be of twenty years' duration and it established the North Atlantic Council, on which all the signatories were to be represented, so organised that it could meet and act promptly on any emergency, and a Defence Committee. Out of the Defence Committee there developed a whole complex—and, as some have thought, cumbrous—strategic and tactical stratification to which, over the years, we have all become accustomed. It took, it is interesting to recall, exactly two years of preparatory toil and staffwork before General Eisenhower went to his post at Supreme Headquarters Allied Powers Europe (S.H.A.P.E.), in Paris, and addressed himself to the task of securing a defensive line stretching from the northernmost tip of Norway down to the Greco-Bulgarian border and the Taurus Mountains, in face of an overwhelming Russian superiority both in manpower and in conventional weapons. Against that superiority all that NATO then had to offer was the nuclear deterrent.

THE STATUS OF TROOPS IN GERMANY: At the final session of the conference at the German Foreign Ministry in Bonn are the representatives of the NATO allies, Great Britain, Belgium, Canada, France, Holland, the U.S., and Western Germany. After three-and-a-half years of negotiations, approval was given to a multilateral status of forces agreement. This allows for the great number of allied troops which are stationed in Western Germany.

It would be impossible to claim that NATO has been a perfect political, diplomatic or military instrument. The perilously uneasy balance of power, throughout the whole area, has not materially changed for the better in the years since NATO was established. Western Europe, the United States and Canada are just as vulnerable now as they were a decade ago—perhaps with the Soviet Union's swift and massive development of nuclear and thermo-nuclear weapons even more vulnerable. Civilisation as we have known it could still be shattered within a few hours, over huge stretches of the earth's surface, if by some mischance the two opposing power blocs blundered or muddled into conflict. The missiles and counter-missiles of wholesale destruction are a good deal more terrible (so we are assured) than they were in 1949; and the hullabaloo about them, on this side of the Iron Curtain, is a good deal louder and shriller than it was ten years ago.

But the world has had those ten years. This seems to me the one indisputable achievement of the North Atlantic Treaty Organisation, with all its faults, difficulties and imperfections. If it had never existed it is extremely likely that much more of Europe would by now be under Communist control. In our troubled century ten years of freedom—not, I agree, complete freedom from the fear of war, but freedom from oppression and slavery—are not to be despised.

ARRIVAL IN WASHINGTON: At the airport are, from left, Mr. Selwyn Lloyd, Mr. Macmillan, Mr. Christian Herter, the U.S. acting Secretary of State, and Mr. Nixon. The discussions with Mr. Eisenhower hinged on the question of Berlin and the Foreign Ministers' and Summit meetings.

AFTER A VISIT TO MR. DULLES: President Eisenhower puts on his hat as he sits in the back of a car with Mr. Macmillan and Mr. Selwyn Lloyd after leaving the Walter Reed Army Hospital in Washington. They went to see the Secretary of State, who is undergoing treatment for cancer.

A CHEERFUL OCCASION: President Eisenhower laughs at a remark made by Mr. Dulles. With Mr. Macmillan and Mr. Selwyn Lloyd, the President called to see the American Secretary of State after returning from Camp David. Mr. Dulles was at home, out of hospital for a time.

MR. MACMILLAN IN THE UNITED STATES

Discussions With President Eisenhower on the Berlin Question and Proposals for a Summit Meeting

The pattern for high-level meetings now seems set. Instead of the Edwardi paraphernalia of the chancelleries, the Heads of States retire to the cou house, the dacha or the secluded camp. Mr. Macmillan's discussions w President Eisenhower over the desperate problem of Berlin took place ma in the huddle of small buildings in the Maryland mountains, called Camp Da A statement issued after the joint discussions said that the British and U Governments were looking towards negotiations as the means of settling situations in Europe. Participating in the meetings were Mr. Selwyn Ll and Mr. Herter, acting U.S. Secretary of State.

The U.S. and British leaders reached full agreement over the form of Note to be sent to Russia about a Summit Conference. It was considered the meeting would be short and would take place soon after a Foreign Minis Conference lasting about two or three weeks. The draft of the Note, comm cated to the French and German Governments, was presumed to ask for a conference in Geneva on May 11. During the talks with the Amer President Mr. Macmillan put forward a plan to "freeze" Western and East forces, or place a "ceiling" on them, in a zone extending on either side of Iron Curtain and beyond Germany, under a system of mutual inspect

THE WALTER REED ARMY HOSPITAL: Sitting on the right in a dressing-gown is the American Secretary of State, Mr. Dulles, who is being treated in the hospital in Washington. The American and British leaders, seated under a portrait of Sir Winston Churchill, look at a beaming Mr. Selwyn Lloyd. The portrait was painted by President Eisenhower two years ago and was presented to the hospital. Mr. Macmillan had an hour's talk with Mr. Dulles. A U.S. State Department spokesman said the occasion was an informal conversation and a preliminary discussion on the Russian threats to the Western position in Berlin. Later, after the sojourn at Camp David, Mr. Macmillan and Mr. Eisenhower again visited Mr. Dulles, who was out of hospital for a spell.

n right—

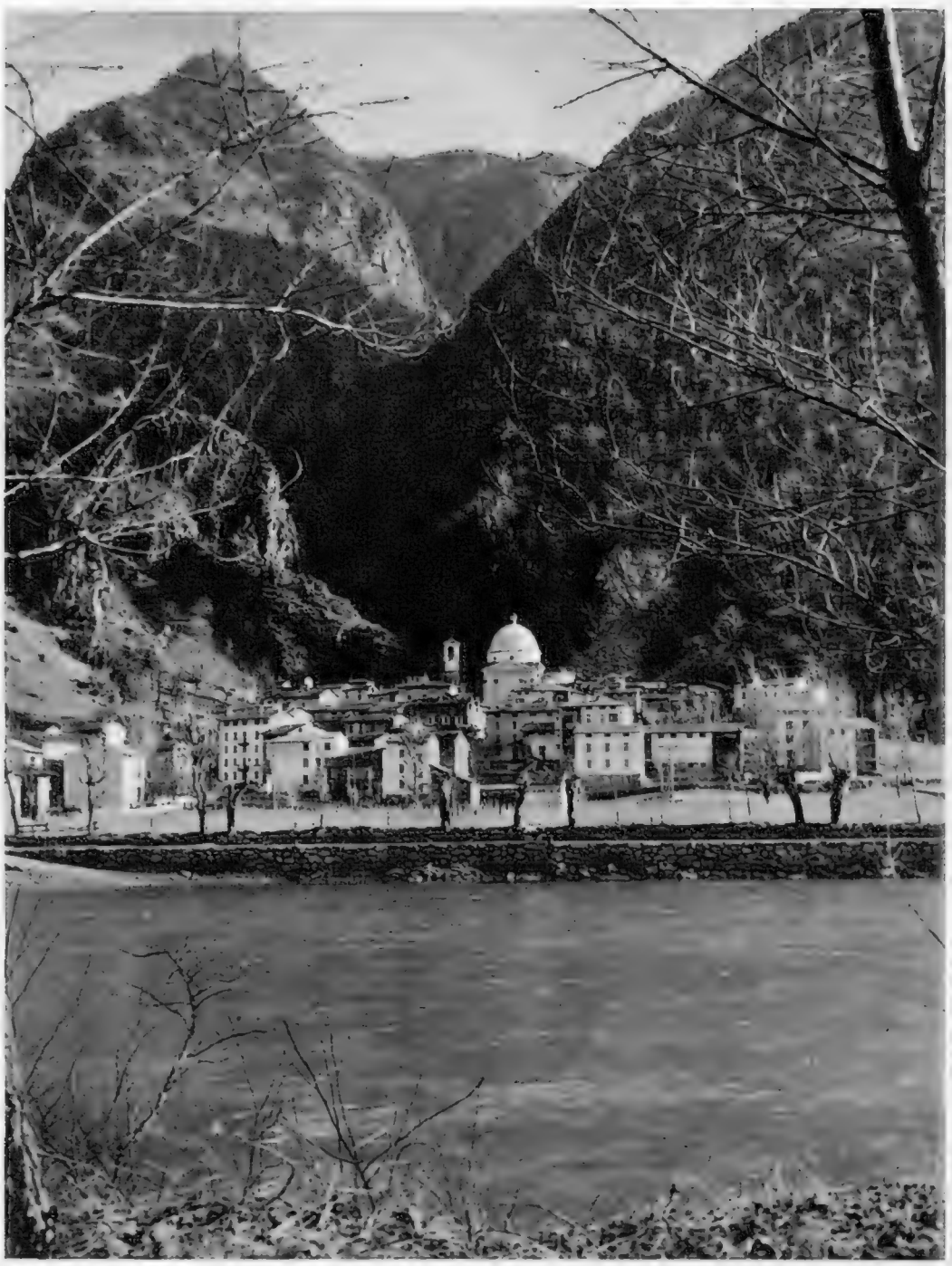
CAMP DAVID: In the retreat in the Catoctin Mountains, U.S. Marines and Secret Service-men stand guard at the entrance. When Mr. Roosevelt went to the camp he took with him the staff of his Presidential yacht and the place is still staffed by the U.S. Navy.

DANGER FROM LANDSLIDES

Two Villages are Threatened in Northern Italy

LIFE AS USUAL: The carter seems quite cheerful as he makes his way through Sirta, a village north of Milan, in Italy, which, together with the neighbouring village of Panica, is threatened by a landslide.

The neighbouring Italian villages, Sirta and Panica, were recently reported to be in danger from landslides. They are not far from the Alpine resort of Sondrio, north of Milan. The "rock," as the population of Sirta call it, a mass of earth and rock weighing thousands of tons, had been perched 200 ft. above the rooftops for a long time. It recently appeared to be breaking away from the main mountain. This may have been caused by a number of small landslides due to the recent heavy rainfall. The other "rock," threatening Panica, was about one-third smaller than that at Sirta. It was thought that it may have been loosened by the blasting of a tunnel inside the mountain a quarter of a mile away. Work on the tunnel has been halted until investigations have been carried out.



A VIEW OF SIRTA: Engineers sent to the site of the potential landslides said they would try to stabilise the earth and rock masses threatening Sirta and Panica by injecting concrete into the cracks which had occurred. Failing this they would try to chip the masses away gradually.

SIRTA FROM ABOVE: A local inhabitant shows how houses are threatened. *On left*—A closer view of the village. Lying as it does immediately beneath the mountains, Sirta is extremely vulnerable to landslides. Sixteen houses in the village had to be evacuated owing to the recent emergency.

India's Film Industry—Third Largest in the World

It is a Spectacular Mixture of Traditional Ceremonies and Modern Camera Techniques

THROUGHOUT India and parts of Asia to-day, going to the pictures occupies much the same place as it did in Great Britain and the United States before the advent of the television set. In a heady atmosphere of vast potential audiences, India's cinema industry has increased its production until it is now the third largest in the world, behind Hollywood and Japan, in terms of films made and the number of feet of film shot. An average yearly audience of 730,000,000 people is large enough to encourage producers and directors to turn out more and more pictures. It is estimated that every day in India some 2,500,000 people go to the pictures; this figure falls far short of the number who could go to the country's 3,500 cinemas. With a vast potential audience—over 365,000,000 in the 1951 census—there is every encouragement for an industry which, unlike many of its counterparts in the rest of the world, is enjoying a boom period.

Most of the films shown in the cinemas are made in India. About 250 full-length pictures are shot every year. In the case of Indian pictures, many of which are musicals, this often means a running time of up to four hours. Two-thirds of these films are made in Bombay, where there are about twenty studios. In this city most of the films are made in Hindi; in the other two centres, Calcutta and Madras, the language spoken is Bengali or Tamil, Telugu and Malayalam respectively.

Conditions in the studios resemble in many ways the early days of Hollywood. There is an air of urgency and hurry; many of the studios present a ramshackle and temporary appearance with corrugated iron sheets and bamboo poles being used in their construction; and there is a chronic shortage of top stars. Leading actors and actresses are often in several films being made at the same time, rushing by car from one studio to the next. There are many stories going the rounds of the film lots in Bombay of heroes and heroines never meeting until the final romantic kiss. Since they are in such demand, the stars ask for high salaries, sometimes approaching nearly half of the budget.

Economically, the cinema in India is beset by the same problems that have always bedevilled the industry throughout the world. Although profits are high, much of them never returns to the actual film-makers. The Government takes a third in tax and the exhibitors another third. For the producer there is only a small margin left. The distributors control the five circuits or areas into which the country is divided; the exhibitors control the cinemas themselves.

This structure of the industry determines the working conditions of the directors, actors and technicians. Although no films can be made without them, they do not constitute the major section of those employed. The production side numbers about 20,000 people, distribution accounts for 5,000, and exhibition accounts for 50,000. Since there is pressure from those supplying the money to finance the cost of shooting the film, directors and stars are forced to sacrifice detailed work to speed. In many cases, the dialogue for a film is written just before the day's scenes are shot. The plots are often based on old American films which are rehashed. Musicals have about three times as much music and singing in them as the American equivalent.

(*Continued on following pages*)

INSIDE A FILM STUDIO : Technicians hold steady some of the arc lamps during the shooting of a scene set inside a prison cell. Running across the centre is the microphone boom. The scene is part of a film by one of India's most prolific directors, K. A. Abbas.

A MODERN CINEMA IN BOMBAY : Its size reflects the vast cinema audiences in India. There are 3,500 permanent cinemas in India and the estimated annual attendance is 730,000,000. The Indian film industry is the third largest in the world, ranking after the United States and Japan. About 250 full-length feature films are produced every year.

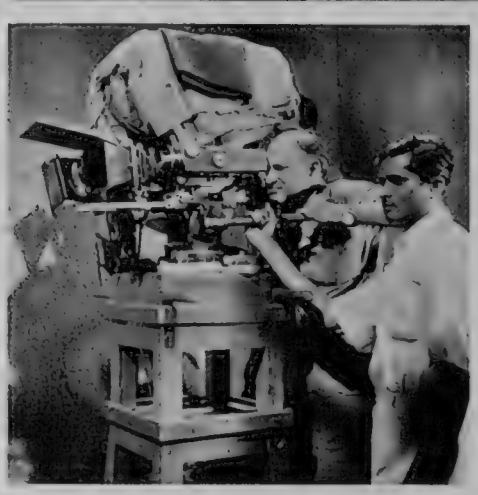
BLESSING THE CAMERA : The equipment is garlanded as it is carried to the Muhurut ceremony when a priest prays that the film may be free from evil spirits.

OUTSIDE THE STUDIOS IN BOMBAY : In the foreground, one of India's leading actors, Dev Anand, leans on the balcony of his dressing-room. His American car provides a contrast to the ramshackle exterior to the Filmalya Studios (background) made out of corrugated iron.

A MIXTURE OF TRADITIONAL AND MODERN : Outside the Filmalya Studios in Bomb is a temple provided for those engaged in film production. About a third India's film studios are situated in Bombay, the rest in Calcutta and Madr

DURING A SCRIPT CONFERENCE : One of the leading Indian actresses, Waheeda Rahman, listens to the director of the film, Mahesh Kaul (left, barefoot), during early discussions of the script before filming starts. Many Indian films are long musicals, some of them lasting for four hours.

ON THE SET : The direct K. A. Abbas (foregrou right), watches a sc set in a prison cell for film, *Char Dil - Ch Rahen*. Abbas is know Britain for several fil



On left—

IN THE VIEWFINDER : T director, K. A. Abb checks the frame about be taken by the came Films have been made India since the early d of the cinema. Althou shot in difficult conditio many of the films ha much technical poli

INDIA'S FILM INDUSTRY

(*Continued from previous page*)

The other favourite type of film is the mythological adventure, many of which have lush settings and are filmed in vivid colour.

These conditions are reminiscent of Hollywood when at least one famous director was always being called in to take over films which were proving too expensive and to shoot them in a hurry. Such a director earned the sobriquet "One take" for his skill in filming quickly; he was even known to make films when the actors thought they were rehearsing. Although many educated Indians refuse to go to the cinema to see an Indian film, there is little doubt that the industry will go on expanding since the occasional film, even though it has been made in such a hurried way, makes a huge profit. One such, Mehboob Khan's *Mother India*, was reputed to have resulted in a profit of well over £700,000.

Not all Indian films are long epics, made for a rather indiscriminating taste. A study of a small peasant boy *Pather Panchali*, made by Satyajit Ray in Calcutta, and its sequel, achieved a *succès d'estime* in Britain and on the Continent, as well as winning many prizes. Other films such as K. A. Abbas's *Munna* or the Indo-Russian *Pardesi* have been shown in Europe, but without so much acclaim.

In the early days of the cinematograph, a film called *Haja Harischandra* was shown at the Coronation Cinema in Bombay in May 1913. It was made by Dadasaheb Phalke, called the father of the Indian Film Industry. In the years after this up to the full change-over to t talking picture in India in 1936, some 1,500 films we made. Phalke himself made nearly 100 films in twenty-o years. When he took his first three films to England found little difficulty in finding appreciative audience But it was *The Light of Asia*, produced by the Easte Corporation Limited, of Lahore, which was the gre landmark in the early days. It had its Londo première in 1926, had an uninterrupted run over ten months and was shown to George V at Queen Mary.

In 1931, the first Indian talking picture was seen, a by 1935 about 95 per cent. of films shown were made the country. Bombay became the main centre. Inte national recognition was given to the Prabhat Fil Company's *Sant Tukaram* when it was shown at t Fifth International Exhibition of Cinematographic Art Venice in 1937. During the war the number of permane

A CEREMONIAL OPENING : A priest sprinkles aromatic herbs on a sacred fire during the saying of prayers before work on the new film is started. Actors and technicians attend the ceremony which is called Muhurut.

TO WARD OFF EVIL SPIRITS : At the ceremony known as Muhurut in the foreground is the producer, Dalsukh Pancholi, sitting cross-legged before the holy books and the fire of aromatic herbs. Behind are, from left, the officiating priest, the camera-man, leading actress and the director. Until the prayers have been said, work on the picture does not start.

GOOD LUCK : The sisters of the leading actor, Dev Anand, put a "tikka" on his forehead. Made of paste and saffron, it is supposed to confer good luck. The ceremony is observed annually by sisters for their brothers.

On left—

A DRAMATIC MOMENT : In the film called *Love and Marriage* are Dev Anand and Mala Sinha. Much difficulty in the industry is caused by the fact that there are few top actors and actresses. Many of them work in more than one film simultaneously.

IN CONFERENCE : Outside the studio, the producer, Dalsukh Pancholi (left), and the director, Mahesh Kaul, with a cup of tea, discuss the problems of making a film. The industry suffers from a shortage of leading players.

cinemas increased rapidly. In 1949, the Government of India appointed a Film Inquiry Committee to examine the growth and organisation of the industry.

Some of the Committee's recommendations have come into force and others are in the process of doing so. A film production bureau was designed to give advice and guidance on matters ranging from themes to costumes, and a Film Institute was undertaken to give technical training. The Government decided to set up a factory for the manufacture of raw film. When complete this is expected to produce 300 million running feet of film a year.

ARRIVING AT THE STUDIO : Waheeda Rahman walks across the ground in front of the Central Studios in Bombay on her way to attend the Muhurut ceremony before the picture is started. Afterwards soft drinks and food are served. About two-thirds of the yearly output of 250 feature films are produced in Bombay, most of them in Hindi.

GOING, GOING, GONE!

At a Country Auction ; a Touch of Sadness for the Owners ; Rare Excitement for the Locals

By BRIAN VESEY-FITZGERALD

"ON Thursday, ———. An Excellent Selection of Antique and Modern Furniture, the Contents of Blank House, to be sold by Auction on the premises at 10 o'clock sharp." The formal wording of the announcement in the local paper never fails to rouse me. If I can be there, I shall be there: even though I know perfectly well, from the wording of the advertisement, that in this case the contents of Blank House are nothing out of the ordinary. If the auctioneers had thought that there was anything really worthwhile in the place, then it would have been listed in heavy black type in the advertisement. But even auctioneers make mistakes—or so we hope.

The country auction, it should be stressed, bears no relation whatsoever to an urban auction sale. The city sale-room is impersonal; the goods have been removed from their settings, have, indeed, come from many different settings, are rootless, without background or connection. An auction in a city sale-room is a business matter, pure and simple. But the country auction—and let there be no doubt about this—is one of the most enjoyable entertainments in the countryman's life.

NO PARKING ON WIDECOMBE GREEN : Granite boulders placed round the site of Widecombe Fair, in Devon, by the Parish Council to prevent car-parking have aroused protests from the villagers. During the summer season Widecombe is visited by a great number of holiday-makers staying at Devon's coastal resorts. Behind the green is the parish church of St. Pancras, which has become widely known as the " Cathedral-of-the-Moor."

I suppose that it should not be. For an auction, ninety-nine times out of a hundred, is the aftermath of tragedy, great or small. Death, bankruptcy, even perhaps a long prison sentence; something like this lies at the root of the vast majority of auctions. For some, for the few—for the erstwhile inhabitants of Blank House, for example—the auction must be a most distressing occasion, filled with poignant memories. The furniture, shabby though it be ; the bric-à-brac ; the humble little treasures ; every vase and every picture : all were bought with pleasure and excitement at the time, some were saved for, with each one must be some memory.

The whole collection is as revealing as the pages of an intimate family diary, a diary covering, perhaps, several generations. Here is a saucer with a crude picture of The Cobb in the hollow and round the rim the legend, " A Present from Lyme Regis." Was that a memento of a summer holiday or a honeymoon ? Here is a porcelain figure of a shepherdess, one arm broken off at the elbow. When that accident occurred was a maid reduced to weeping or a husband to sulks ? Now the whole collection of the years is set out for the gaze of the curious, to be pawed by the fingers of the acquisitive, to be exchanged for a few pounds or a few shillings. The shillings will be invaluable. But I often wonder if the owners ever go to watch the shillings coming in, to watch themselves being sold up. I could not do so myself. But I think that sometimes they must, for I have seen lonely men and women quietly crying at auctions.

For the rest of us, untouched by tragedy and unaware of it, an auction is a rare excitement, with all the thrills of the treasure-hunt, the lure of the gamble, the spur of competition. It is also something of a social occasion; an opportunity to meet one's friends, to exchange gossip, and at the same time, perhaps, to get the better of them, which, in a friendly way, is always most satisfactory.

The social aspect of the country auction has, except in the most remote districts, dwindled in recent years. When I was a boy in Wales it was very definitely an important social occasion, for then communication between hamlet and hamlet was difficult enough and not to be lightly undertaken. So it might be that friends, living in adjacent valleys, would not meet for months, except on some special occasion. An auction was a very special occasion. It provided an excuse for seeing a house, known perhaps only by name (and we are all curious about other people's houses), and also, for we are all optimists, the possibility of securing a bargain. Even if you knew the house and were pretty sure that there was not a bargain in it, there was the certainty that you would see all your friends from miles around. So, in those days, everyone took a picnic—tea and ham and eggs, and scones and cakes—and joined up with friends and made a party of it. For the local children there was always a penny or two to be earned, either by looking after the gigs and the pony traps, or by watering the horses and seeing that they did not stray.

Actually, the opportunities for securing bargains, then, must have been very good and plentiful, for the dealers rarely came to these remote parts (unless the house was very well known), and I should imagine that anything like a " ring " was practically unknown. Many a fine Welsh dresser, many a " tallback " chair, must have changed hands for but a few shillings. But, then, why should we consider a locally-made Welsh dresser (no matter how beautiful the workmanship, no matter how good the wood) a bargain, when there was probably one, good enough if not quite as good, in every house for miles around. To-day most of them are in the antique shops and something modern (not nearly so good or so serviceable and spacious, if much smarter) stands in their place. The dealers have scoured rural Wales pretty thoroughly.

I think that it would be true to say that, except in really remote areas, the party spirit has departed from the country auction. With the coming of the motor-car and the telephone that was inevitable. But the country auction is still, and I am sure always will be, a great occasion. For very much the same reasons: curiosity about a house known only by name or sight, and the possibility of securing a bargain. The latter is naturally the more important. The English love a bargain and, as every auctioneer knows, will often pay very much more than it is worth in order to secure it, ignoring altogether the fact that it ceased to be a bargain at about the third bid.

So, no matter what the size of the sale, there will always be a row of cars parked on each side of the road. The buses from the neighbouring villages will set down hordes of country folk, all armed with baskets and large string bags or those black, shiny containers beloved of charwomen. The local villagers will arrive, pushing empty prams, the light of battle in their eyes, determined to see that as little as possible of what might be called the detritus of the house leaves the village. There will also be the dealers—it is very difficult to find a sale nowadays without them—who clamber out of shabby cars (I am convinced that dealers keep special cars for going to sales) and make a bee-line for the refreshment room, if there is one. They have no need to look around. They know exactly what they have come for, and it is a practical certainty that they will depart with it.

Not so the rest of us. Rarely, if ever, do we know what we have come for. We look around on the chance that there is something that we want or, at any rate, for something that looks as if it might be a bargain. Sometimes there is. But it is rarely, if ever, the bargain one expects. Only once, although I have bought many things—and afterwards wondered why—at country auctions, have I secured a bargain, and that was entirely by mistake. I got carried away. This, as every good auctioneer knows, it is all too easy to do. The excitement is infectious, the competitive spirit seizes you, and you find yourself making a bid or two just for the fun of pushing up the price, quite confident that you will not be landed with the article. You are. Many a strange, unwanted thing have I carried home from an auction.

Sometimes an article is put up and there is no bid, so you make one just to start the ball rolling. This is how I got my bargain. It was a pile of miscellaneous crockery, plates and saucers, and mostly chipped. It was almost the last lot in the sale and was greeted in silence. I broke it with a bid of half a crown, and nobody thought they were worth more. I took them home, and there in the middle, and unchipped, was a plate with the mark " Nantgarw. C.W." A genuine one, too, for I took it along to an expert to make sure.

So I go to auctions filled with hope. If the auctioneer has made a mistake (as that one had), well, you may be lucky. I do not really think that I shall ever be lucky again, but . . . well, you never know. So I always take good care to arrive in good time for the opening. A good auctioneer starts with the bad or worthless stuff, works up through the mediocre to the good, and returns, if there is any left, to the worthless at the end. The mediocre will often fetch a little more than it is worth (at any rate, you will never find a bargain among the mediocre) and, though there may be some excellent stuff among the good, there, too, you will never find a bargain, for the dealers will know all about it. But there is just a chance that something may have been overlooked amongst the junk and for that you may nip in while the bidding is still shy.

The bidding at a country auction is always shy to begin with, and the auctioneer has to jolly the timid crowd along with bright repartee and some funny stories. (Most country auctioneers have a wide range of genuinely funny stories.) But once the ice has been broken his voice takes on authority and his hammer seems to urge the crowd to further effort. At these country sales an auctioneer, to be successful at his job, must have a reputation for fairness, but he must also be an adept at raising the pace, catching every nod or wink and translating it rapidly into shillings or pounds. It is when bid follows bid in quick succession that excitement spreads and people get carried away.

But the most expert auctioneer would sell only his good stuff if it were not for the quirkiness of human nature. At sale after sale a few years ago I used to meet an old man, a very respectable old man with a nice confectionery business in a neighbouring town. He was interested only in pin-cushions. He would walk round and if there was not a pin-cushion he would go away. If there was one, he would buy it, no matter what its condition. The story went that he had once found some sovereigns in an old pin-cushion. I do not believe it myself, but . . . well, I always look at the piles of miscellaneous china. I do not buy them, mind you, but if I did not look. . . .

Coming from the sale of the contents of Blank House, I ran into a neighbour. Well-to-do, with a pleasant modern house, beautifully furnished, she was carrying a cheap oil-lamp of the type that adorned kitchen tables in the early years of the century. She gave me a pleased smile. " So useful," she said, " if the electric light fails, and only half a crown." " If," mark you, not " when." It is the " if " that matters. If it were not for the " if," the best auctioneer in the world would be left with the junk.

Ships of Air and Sea

Testing an American Dirigible; a New Small French Liner

On left—

A NEW NON-RIGID AIRSHIP ON ITS FLIGHT TESTS: The Goodyear airship *Mayflower II* is examined before going on a flight test from Akron Municipal Airport, Ohio. The *Mayflower II*, which has a new Dacron envelope, new Continental engines and outriggers, a renovated cabin, and a new 28-volt electrical system, has been built for various commercial enterprises undertaken by the company. After two months of flight-testing, she is scheduled to replace the Goodyear airship *Enterprise* in Miami. The *Mayflower II* has approximately the same dimensions as her predecessors: she is 150 ft. long, 41 ft. in diameter and stands 52 ft. high from landing wheel to the top of her vertical fins. The envelope has an inflation capacity of 132,500 cub. ft. of helium, 9,500 cub. ft. greater than the *Enterprise*. The control cabin, is about 23 ft. long and 8 ft. high, and has seating capacity for the pilot and six passengers. Her engines give a speed of 61 m.p.h. The *Mayflower II* is the thirteenth in the series of helium-inflated non-rigid airships manufactured and operated by Goodyear for its own services since 1925. There are two other airships which Goodyear are flight-testing. They are ZPG-3W airships for the United States Navy airborne early-warning radar operations. These are claimed to be the largest airships ever built.

AT WORK ON THE CONSTRUCTION OF A NEW FRENCH LINER : In the La Seyne yards on the Mediterranean coast, the hull of the new French-Corsican Lines' *Napoléon* is nearing completion. She is due to be launched to-day (April 4). Of 4,500 gross tonnage, the vessel will ply between Marseilles and Nice and the ports of Corsica, carrying cars and passengers. She is due to enter service near the end of this year. Making frequent voyages—the trip takes about twelve hours—she will carry a hundred cars and over 1,000 passengers, for whom accommodation will be provided in first, second and third classes. French-Corsican Lines have already ten vessels, ranging from 2,500 to 10,000 tons, on the routes from the South of France. Last year these vessels carried 300,000 passengers. The *Napoléon's* service speed is estimated to be about 20 knots.

COVENTRY CATHEDRAL

The New Building Takes Shape Alongside the Ruins of the Old Cathedral

MARKED progress is being made on the construction of the new Coventry Cathedral, designed by Basil Spence. At the time of writing the walls of the nave have almost reached roof-level, which is just over 80 ft. from the ground. Later this month operations are expected to start on the erection of the concrete roof over the Lady Chapel at the far end of the building beyond the High Altar. The new Cathedral actually stands at right angles to the old building and runs from north to south, but the north end will, in fact, be known liturgically as the east end. When complete the nave will be 270 ft. long and 80 ft. wide, and the walls will be as high as the middle of the triple window half-way up the 296-ft. tower of the old building.

The walls are actually formed in a series of massive "cliffs" of Hollington stone, 3 ft. thick, and set at an angle to the line of the building. Windows or windowed walls will be set between the "cliffs," and will reach from the ground to the roof, in order to allow the maximum light to shine towards the High Altar. Two shades of stone are being used; pink-grey for the exterior and white for the interior. On the roof the concrete will be covered with copper and there will only be one slender spire in order to avoid confusion with the old tower.

THE START OF OPERATIONS: The picture was taken in 1955 when John Laing and Son, Ltd., were preparing the site of the new Cathedral. In the background are the ruins of the old Cathedral of St. Michael, which are to be linked with the new building by an open porch. On the right is Holy Trinity Church.

Services are already being held in part of the building. On the last day of last year the Bishop of Coventry, the Right Rev. Cuthbert Bardsley, blessed the Chapel of the Cross in the Crypt for public worship, and on the following day celebrated the first Eucharist. The Cathedral authorities have decided to hold services in the new crypt in order to prepare for the consecration of the Cathedral in 1962. The crypt is 86 yards long, has a width ranging from 30 ft. to 60 ft., and holds about 500 people.

The new Cathedral is the third in Coventry's history. Although the fourteenth-century Cathedral church of St. Michael served as the seat of the Bishop of the modern Diocese founded in 1918, the new building is being erected close to the site of the ancient Minster-Cathedral of the twelfth-century Diocese of Coventry and Lichfield,. Ruins, believed to be part of the abbey founded by Leofric, Earl of Mercia, and his wife Godiva, in 1043, were found in 1955. The abbey was dismantled at the time of the Dissolution.

On right—

COVENTRY CATHEDRAL TO-DAY: The picture, taken from the tower of the old building, shows the massive zigzag-shaped walls of the nave, which are now nearing completion. On the left are the foundations of the Chapel of Unity (which is intended for the use of Free Churchmen as well as those of the Anglican faith), and on the right is the skeleton for the curved window of the Baptistery. At the far end of the Cathedral is the Lady Chapel. In the right foreground is part of the old building.

Preparations at Hyde Park Corner

Diverting a Sewer at the Site of the Road Traffic Scheme in London's West End

The L.C.C.'s Hyde Park Corner/Marble Arch improvement scheme includes larger roundabouts at the two points; vehicular underpasses linking Knightsbridge and Piccadilly, and the conversion of Park Lane and the east carriageway of Hyde Park into one-way carriageways, so that they form a twin-carriageway road outside the Park with a wide central reservation. It has been described as the largest single road improvement scheme in Central London for fifty years, and will take three years to complete. One of the first tasks before the actual construction has been the preparations for the vehicular underpasses. These have included the diversion of part of the King's Scholars' Pond relief sewer between a point 25 yards east of the Wellington Memorial in Piccadilly, and a site 20 yards west of Old Barrack Yard in Knightsbridge. This reconstruction work is expected to be finished by June, when the next undertaking will be the diversion of certain underground mains and cables. The lowest levels of the underpasses will occur beneath the booking hall of the underground station where sufficient clearance is being allowed to avoid disturbance of the hall, the level of which cannot be raised.

PREPARING THE WAY FOR THE NEW LAYOUT AT HYDE PARK CORNER: A general view of the scene opposite St. George's Hospital, showing the site of one of three shafts which have been sunk in connection with the diversion of the King's Scholars' Pond relief sewer. The diversion is necessary before work can go ahead on the underpass which will link Knightsbridge with Piccadilly in the new L.C.C. £5,380,000 Hyde Park Corner and Marble Arch Improvement Scheme.

On left—

INSPECTION AND MAINTENANCE: The access gallery connects the new manhole with one end of the sewer diversion. The sewer is being diverted about a dozen yards from its present site.

ABOVE AND BELOW GROUND: *Left*—On the "island" opposite Apsley House workmen lower linings for the 50-ft.-deep shaft, or manhole. At present this is used for lowering materials to the men constructing the sewer and for the removal of earth excavated from the site. *Right*—Brickwork is in progress inside the tunnel, which is lined with precast reinforced concrete segmental rings. The tunnel will have additional concrete finishing. When complete, it will be 1,200 ft. long with an internal diameter of 6 ft. 6 ins.

AN INTENSIVE GROUND TESTING PROGRAMME: At the works in San Diego, in California, the tail of a Convair 880 jet airliner is subjected to heavy stresses by means of hydraulic rams. The pressure, which simulates the twisting and bending likely to occur in flight, is spread over the surface of the tail and fin by means of attachments known as " whiffletrees."

TWISTING ITS TAIL

Testing the Structure of the Convair 880 Jet Airliner

Before a new airliner goes into service, the early models —either prototypes or the first ones off the production line—undergo a long series of ground tests to examine the strength and efficiency of the structure and to discover if there are any weak points. At the Convair plant at San Diego, the second Convair 880 jet airliner to come off the production line is undergoing a nine-month programme of this nature. The tail plane is being subjected to a force of 16 tons applied by hydraulic rams and spread over the metal skin by means of the carefully-placed " whiffletrees." Concurrent with this, the first of these new American medium-range airliners started a flight test programme. Destined eventually for Swissair and the Scandinavian Airlines System, it made its maiden flight at the beginning of this year. Since Convair started later in the race to provide the new generation of fast jet airliners than De Havilland, Boeing or Douglas, they have an intensive programme of tooling and testing. All the aircraft are being built on production jigs. Delivery dates for the 880 are scheduled for the latter part of 1960. Various American and South American airlines have ordered these fast aircraft in quantity.

THE ISLE OF SHEPPEY'S NEW BRIDGE : Work is proceeding rapidly on the new Kingsferry Bridge, linking the Kentish mainland with the Isle of Sheppey, over the River Swale. Traffic can be seen passing over the old road- rail-bridge.

Construction of the new Kingsferry Bridge, which, it is hoped, will be completed before the end of this year instead of the scheduled spring 1960, progresses quickly. The new bridge is a replacement for the existing one spanning this part of the River Swale, linking the Isle of Sheppey with the Kentish mainland. The fairway of the old bridge is too narrow for the increasing size of ships using the Swale, and damage has been caused by vessels passing through. In the design of the new construction the fairway will be increased to a width of 95 ft. The centre structure will be a lifting span which 100-ft.-high reinforced concrete towers will raise 95 ft. above the high-water mark. Already one of the towers is in position. The total length of the bridge will be 650 ft. and its width 50 ft. It will take the railway track, a 24-ft.-wide road and a 6-ft. pathway. The bridge will consist of two main piers flanked by approach piers on each side, with shore abutments. New approach roads will be nearly three miles long. The cost of the work, which has been carried out by John Howard and Company Ltd., is approximately £1,000,000.

SHEPPEY'S NEW BRIDGE

The Kingsferry Bridge Crosses the River Swale to the Mainland

On right—

ONE OF THE LIFTING TOWERS : The white archway is one of two such structures which will carry the lifting span of the new bridge. They will raise the lifting span to 95 ft. above high-water level

Transporting Liquids in "Floating Sausages"

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

THERE is something delightfully nostalgic, in this day and industrial age, about encountering a new development in technology that is being pioneered by individual inventors; more, one in which the small band of pioneers are led by a university professor to whom the idea occurred while he was in his laboratory studying something else altogether. When science and technology strayed into the schoolboy reading of a generation ago (which was something gayer and a good deal more innocent than modern science fiction) it was ever thus: the professor, for preference absentminded, would cling doggedly to his idea despite the thick-headed scorn of "practical" businessmen, supported only by his few young, resourceful friends (progressive lads, these, who appeared to have become apprentices or research students at ages ranging from say eight to fourteen). Despite many setbacks and discouragements, he would struggle devotedly on with his *protégés* (though it was never clear who was protecting whom); finally, gaining the support of wise and good financiers, the team would bring their invention to final success, confounding the faint- or stony-hearted doubters.

That was the formula for the public mind, and not only at the schoolboy level. Since then, the stereotype has changed. To-day, the solitary inventor has receded, almost to a joke; he has been replaced by the idea of disciplined advance by the big battalions of science, the organised research departments of business and the defence departments, armed with the research tools no individual could afford, champing their way into what remains unknown with the relentless avidity of a force of soldier ants. The day of the private adventurer in science, it has been said, is over.

Nevertheless, the idea of the flexible "dracone" container for seaborne transport of liquids, or "floating sausage" *was* conceived by Professor W. R. Hawthorne, Sir Geoffrey Taylor and Mr. J. C. S. Shaw, in the department of engineering and the Cavendish Laboratory at Cambridge; Professor Hawthorne is the professor of applied thermodynamics, and though the transport of oil might come within his sphere of the conversion of heat into energy, the academic study of thermodynamics does not ordinarily cover the design of new kinds of tanker. And though the idea was first put up by them shortly after Suez, when possibilities of moving oil fast and cheaply might have been expected to have a special appeal, it was not, in fact, greeted with any vast enthusiasm by the established oil companies, which were courteous but fairly cool. Nor did the university team meet their "wise and good financier" until they obtained the support of the National Research Development Corporation, which many people will tell you is a body set up with State money since the war to support and develop the promising inventions that business is not sufficiently farseeing to appreciate.

All of this, of course, fits into the stereotype rather too neatly to be quite true. The idea of flexible barges had been discussed on occasion before it was taken up by the Cambridge team. Oil companies, again, can claim that they are hardly unreceptive; they maintain departments whose whole activity is to check and sort through every kind of new idea in petroleum transport—"ships on rollers, ships on stilts, ships with blisters, everything up to a ship without a bottom," as one of these departments has put it. Nor is the National Research Development Corporation primarily an organisation created to pick up the ideas industry misses or turns down: its major job, since the war, has been to develop inventions that happen to have occurred in the course of Government research work, and the "other inventions that are being insufficiently developed and exploited" that it has supported in its ten years of existence are few and far between.

Nevertheless, the development of Britain's "floating sausage" has an engaging tang of private adventure in science. As most people will have heard by now, the idea is for long tubular containers made out of flexible fabric that could be towed, full of oil or other liquids, behind a tug or a conventional ocean-going tanker; when empty they could be rolled up on a drum and sent back by other ships or by plane to the oil terminal. In the autumn of 1956, when the world's fleet of tankers was strained to the utmost carrying oil round the Cape because the Suez Canal had been blocked, the idea of supplementing that fleet with additional capacity in "sausages" that could be made rapidly and used rapidly, and sounded very cheap, had obvious attractions.

But its scientific interest did not rest simply on expediency. As Professor Hawthorne has said, the only purpose of an oil tanker is to prevent the oil from spreading over the surface of the water; it does not have to supply any buoyancy, because the oil is lighter than water anyway. And the rigid structure of a ship is not ideally suited to travelling across the waves of the sea: simply because of the exceptional stresses and strains to which it is subjected by the alternating pressures of the waves beneath, its hull has to be made stronger than would in principle be necessary to contain its cargo.

The idea upon which Professor Hawthorne and his colleagues began to work was that a flexible container, which could conform to the shape of the waves, need not have this extra strength built into it; could indeed be strong enough only to contain the liquid cargo. A long flexible tube, again, could have a smaller frontal cross-section than a rigid ship of the same capacity: when full, it would float more nearly submerged. All these points would enable the much lighter sausage to be moved through water with less power than a conventional ship.

In the Cambridge laboratories the team analysed the requirements of a fabric strong enough to contain the liquid; and began studying the forces that affect towing of flexible containers through water. They made a model 9 ins. in diameter and 16 ft. long, and tested its characteristics in the tank at the National Physical Laboratory—observing that a long serpentine container, when towed through water faster than a certain "critical speed," tends to "snake" from side to side rather in the way that a flag waves in a steady breeze.

In spring 1957 a larger sausage, 3 ft. in diameter and 67 ft. long, which would carry about 10 tons of oil, was tested on the River Great Ouse not far from Cambridge, and later in Harwich harbour and in the North Sea. Finding that they could control its tendencies to "banana," "yaw," or "shake," the Cambridge team, with the support of the N.R.D.C., formed a company, Dracone Developments Ltd., to carry on development from there. The company commissioned P. B. Cow Ltd., makers of Li-Lo inflatable airbeds, to manufacture a first operational "dracone" (the word means serpent).

A SEA SERPENT ON SOUTHAMPTON WATER: As the towing vessel turns during a demonstration run, the "dracone" kinks, showing powers of manœuvrability in a crowded waterway. The flexible container is made of nylon and synthetic rubber, 100 ft. long, 5 ft. in diameter, and can take some 10,000 gallons of oil.

DISCHARGING THE CARGO: As the oil is discharged from the tail, the "dracone" is wound on to a spool from the nose. Further tests are now underway.

This more practical sausage, which the company began to test in Southampton Water and the English Channel last year and have since shown to many interested experts, is 5 ft. in diameter and 100 ft. long; it can take some 10,000 gallons, or 40 tons, of oil. It is made of woven nylon coated inside and out with synthetic rubber, which can resist both oil and seawater attack; just over an eighth of an inch thick, this size "dracone" contained about 200 lb. of nylon and 2,000 lb. of rubber, so that the oil barge weighed about a tenth as much as its liquid cargo. Towed behind a motor-boat, it is now fitted with a stabiliser to hold it fairly straight in the water; on the other hand, its flexibility allows it to be turned in rather less than its own length. There is something slightly uncanny in seeing even a small oil tanker turning a corner half-way down itself.

A flexible barge of this size costs about £3,300. To-day, with many small shipyards idle, one might build a small conventional tanker of the same capacity on the Continent for about the same price; but in more normal times, for larger sizes, the oil companies have been reckoning that one might build a sausage for about a seventh of the capital cost of a tanker with the same capacity. This, in their view, is not necessarily as excellent a bargain as it sounds; for the present, they reckon that working 300 days a year, the sausage's operational life might not exceed two years, against twenty years for a ship.

The economics of operating flexible tankers of this kind on large-scale ocean transport, again, depend somewhat crucially on the power required and the speeds that could be achieved. To carry 10,000 tons of oil, equivalent to a small conventional tanker, would need a sausage 30 ft. in diameter and 600 ft. long; at 10 knots, this would take 5,000 horsepower. This is more power than an average ocean-going tug, and much more than say an 18,000-ton conventional tanker has to spare; so one would need a special towing vessel, or run the conventional tanker at much slower speeds than normal. Such considerations, so far, have curbed the oil companies' enthusiasm for "dracones" on large-scale ocean transport jobs.

Nevertheless, like many other new ideas, the sausage had only to be made and demonstrated for ideas about other, more modest applications of it to accumulate. The company now has three 10,000-gallon "dracones": they have carried experimental cargoes of oil for Esso, and two are now being sent out to West Africa, where they will be tested by a shipping company and by Shell-B.P. of Nigeria. In the Niger delta they may be used to carry oil samples from offshore oil-boring stations there, or for moving drinking water about. Other liquids than oil can usefully be moved by water—or stored on it—and so can granular solids such as grain.

Temporary storage facilities on a river or canal, using "dracones," would often be more economical than building steel tanks. Small barges, for various kinds of water transport of flexible cargoes, have very good chances of becoming established; and Dracone Developments is building a bigger model, which will take 80,000 gallons or about 350 tons of liquid, with its ambitions fixed on larger and larger sausages. It is satisfying to find that the old stereotype of the professor, the small research team, the persistence against conservatism, the eventual financier, and the success—sometimes comes fairly, and hearteningly, true.

A NEW LIFE-RAFT LAUNCHING SYSTEM: An R.F.D. inflatable life-raft is being made ready at the shipyard of William Denny and Bros. Ltd., at Dumbarton, for a demonstration launching from a ship's davit. The demonstration was the culmination of trials and research in the problems of launching life-rafts from vessels with a high freeboard.

NEW EQUIPMENT FOR SAVING LIFE AT SEA

The most modern development in life-saving appliances at sea is the inflatable life-raft. This development has now been taken a stage further with the demonstration at Dumbarton of a new life-raft launching system devised by the R.F.D. Co. Ltd., of Godalming, Surrey, and Schat Davits Ltd., of London Colney, Hertfordshire. The two companies have been carrying out research work and trials in order to solve the problem of launching life-rafts from vessels with a high freeboard. At Dumbarton the life-rafts were launched from the British Railways vessel *Maid of Kent*, nearing completion at the shipyard of William Denny and Bros. Ltd. Three fully-manned twenty men R.F.D. life-rafts were launched in succession from one Schat single-arm davit, the overall operation taking 9 mins. 10 secs. Each raft had to be collected from its stowage position, inflated, fully-manned and lowered into the water.

DOWN TO THE WATER: With one life-raft already afloat, another is lowered during the demonstration. Three life-rafts were inflated, manned and lowered in 9 mins. 10 secs.

The davit used was a standard Schat Special-Purpose Davit (now employed extensively for handling stores, heavy spares and oil hoses), the type selected being dictated principally by the need to use the ship's existing davit foundations. The R.F.D. life-raft designed for the system has no rigid structure. Ropes, attached to its case, are fixed to deck cleats, and the davit hook connected to a nylon-covered shackle leading from the actual raft. The life-raft inflates automatically as it is hauled to a predetermined point by the davit winch. As the case breaks open it forms an attachment point for the raft, holding it securely against the ship's side. Once loaded, the lines are released and the raft is lowered to the water. It is then disconnected from the hook by a manual release device and the davit is ready for the next launching.

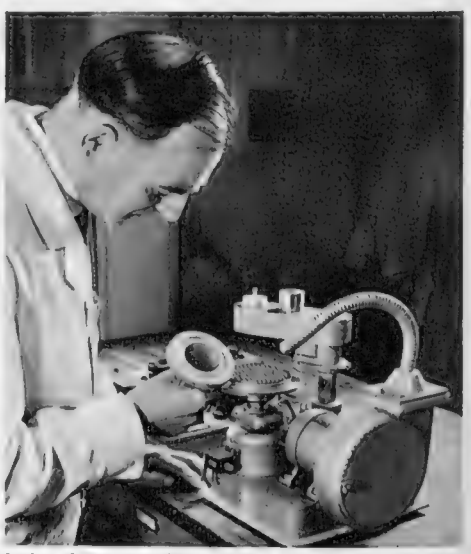
The demonstration at Dumbarton was attended by representatives of the Ministry of Transport and Civil Aviation; British Railways; the Chamber of Shipping and the Shipbuilding Conference, and of overseas Governments. Later this month the R.F.D. equipment will be on show at the Engineering, Marine, Welding and Nuclear Energy Exhibition at Olympia. The company's life-rafts have evolved from the small dinghies originally produced by Mr. R. F. Dagnell in 1918.

PERSONALITIES IN INDUSTRY

Mr. Harry Dowsett is Managing Director of Dowsett Holdings Ltd., and Chairman of Dow-Mac (Products) Ltd., and other subsidiary companies. Recently, he visited Russia with other members of the staff of Dow-Mac and negotiated a further contract with the U.S.S.R. on behalf of the Dowsett Group of Engineering Companies. The work is in excess of £500,000 and considerable further business is expected. At present they are to supply plant for the production of pre-cast, pre-stressed concrete units. In 1953-54 Mr. Dowsett successfully negotiated a contract for the supply of twenty trawlers for the U.S.S.R. by Brooke Marine Ltd., an associated company in the Dowsett Group. The contract was worth more than £7,000,000.

Mr. Harold McCue is Chairman of Taylor Woodrow (Building Exports) Limited, the marketing member of the Arcon Group which manufactures and distributes factory-made, steel-framed structures. Mr. McCue recently announced the formation of a new Arcon company, Taylor Woodrow (Arcon) Limited (of which he is also Chairman), to take over the United Kingdom side of the trade. Mr. McCue said that the Arcon Group had carried out 450 contracts since entering the British market in 1953 and demand was growing yearly. Buildings covering 6,000,000 sq. ft. had been provided, mainly for industrial and factory use. The export drive totalled some 25,000,000 sq. ft. of buildings sent to over a hundred countries.

PACKING LIFE-RAFTS IN SURREY: At the R.F.D. Company's factory at Godalming, an inflatable life-raft is packed into a glass-fibre container. The R.F.D. Company is now the leading manufacturer of inflatable equipment in Britain.



CONSTRUCTION AND TESTING: *Left*—Twenty-men inflatable rubber life-rafts are seen in various stages of construction at the Godalming factory. These rafts are now playing an increasingly important role in saving life at sea. *Centre*—A twenty-six-men life-raft is undergoing tests during its manufacture. This new raft has been designed to save weight and stowage space, particularly on the 100 and more passenger airliners which will soon be coming into service. *Right*—A laboratory assistant is inspecting a piece of fabric which is undergoing durability tests at Godalming. The machine being used was specially designed to relate laboratory tests with serviceability.

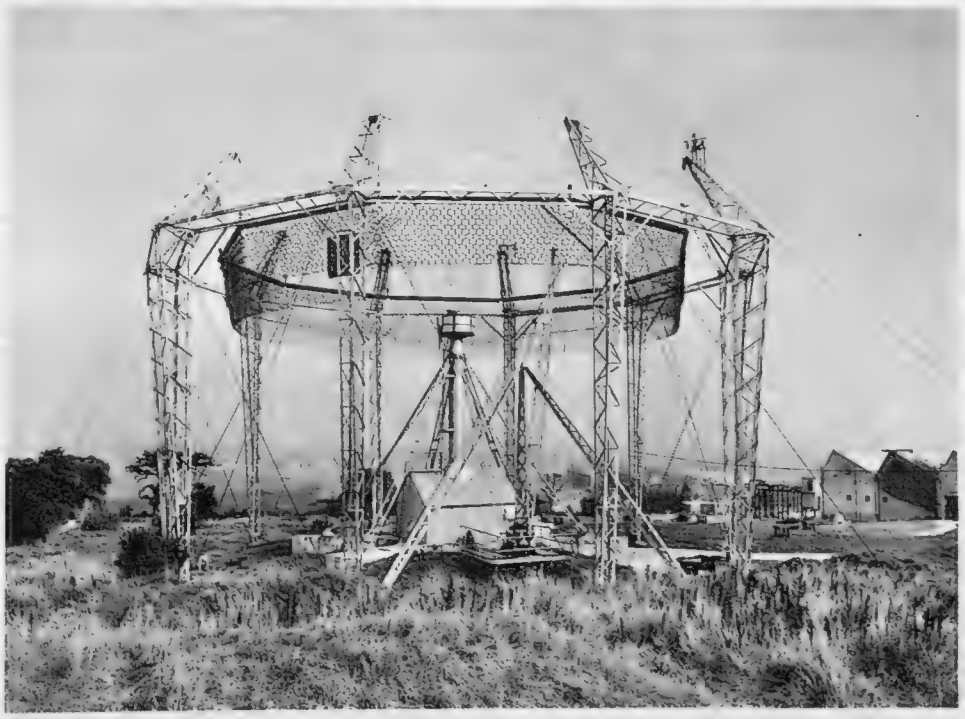
WAREHOUSES: The steelwork of the wool treatment and storage warehouses for Wm. C. Jones and Son Ltd. at Trafford Park, in Manchester, was built to the plastic method of design by Robert Watson and Co. (Constructional Engineers) Ltd., of Bolton. In the background is the Manchester Ship Canal. The blocks of buildings measure 600 ft. by 200 ft. and 300 ft. by 200 ft. and are one of the largest examples in the north country of the method, designed in conjunction with Professor J. F. Baker, of Cambridge, and the architects, H. S. Fairhurst and Son.

On right—

A TEST RIG: Built for The Bristol Aeroplane Company Ltd. at Bristol, is a structure serving to test helicopter rotor blades.

Below—

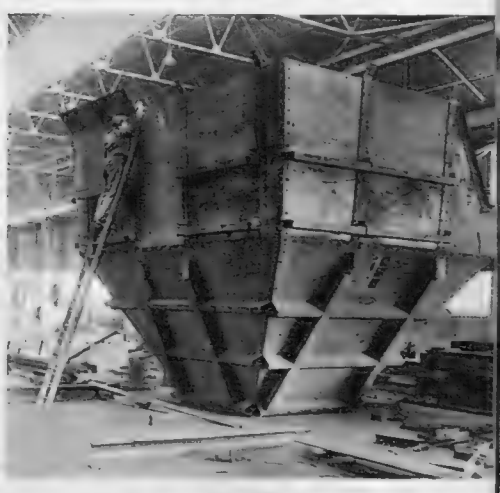
UNDER CONSTRUCTION: A lattice-work of steel forms the skeleton of the foundry building for the Millom and Askham Hematite Iron Co. Ltd., at Millom, in South Cumberland.



VARIED USES OF STRUCTURAL STEEL

An impressive amount and variety of work is carried out by Robert Watson and Co. (Constructional Engineers) Ltd., of Bolton, who last year celebrated their twenty-fifth year of trading. To-day the main works have an area of 10 acres; a new 600-ft.-long Fabrication Shop was completed last year. The main interest of the company at the beginning was structural steelwork, both riveted and welded. This part of the company's output to-day has included contracts for buildings for the U.K. Atomic Energy Authority at Springfields (where over 3,000 tons of steelwork was erected), Aldermaston and the new research establishment at Winfrith Heath, in Dorset. Other buildings have included chemical and oil refinery plant, blast furnace plant, aircraft hangars, engineering and industrial buildings and schools.

With the accelerated programme of building motorways in Great Britain, the company has in hand bridging contracts. They recently finished work on the Long Riddings Bridge on the Lancaster By-pass and are shortly to start on the Crossford new bridge at Stretford, which forms part of the Swansea-Manchester trunk road. Another side of the output is connected with welded fabrication. There is a flow of contracts for pressure vessels, large diameter pipelines, and other items made up of electrically fusion-welded steel plating. These range from small vessels and drums to various types of columns, ranging in size up to those made for Shell Petroleum in Venezuela, which were 96 ft. long and weighed 40 tons. In hand at present are five site-welded oil storage tanks, each 102 ft. in diameter and 36 ft. high, at the Coolkeeragh Power Station for the Northern Ireland Electricity Board. Other contracts include a new factory of 190,000 sq. ft. for the Michelin Tyre Company in the Burnley Development Area. The company maintains an extensive site erection organisation. The pictures on this page show some of the different kinds of steel construction undertaken by Robert Watson and Co. Ltd.



ASSEMBLY: A tippler storage hopper for iron ore is bolted together during a trial assembly at Robert Watson's works at Bolton. The structure has $\frac{1}{2}$-in.-thick main plates. The firm makes a variety of bunkers for the storage of materials.

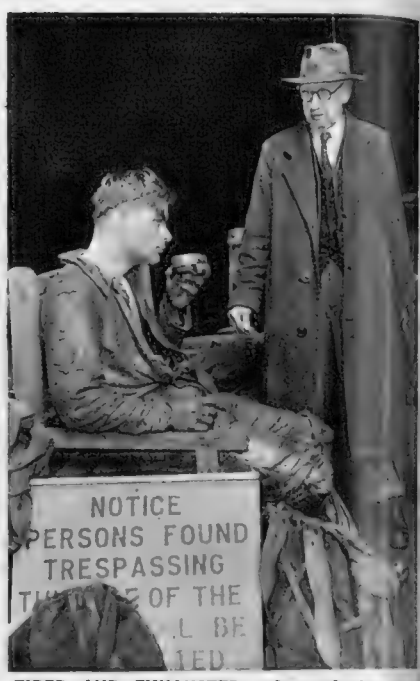
On left—

CARBON BLACK: During the erection and site-welding of the welded wrought-iron precipitators and cyclones at the first carbon black plant in Great Britain, at Ellesmere Port, some 42,000 ft. of electrodes were used. The main contractors for the plant, producing the form of amorphous carbon which is used in the manufacture of motor tyres, were Simon-Carves Ltd.

TRAPPED 1,000 FEET DOWN

Rescue Attempts Fail to Save Student Potholer Wedged in the Peak Cavern in Derbyshire

AFTER TWELVE HOURS IN THE PEAK CAVERN AT CASTLETON: With a rescue party, Flight-Lieutenant Carter (left), an R.A.F. doctor, leaves the cave in Derbyshire. He spent twelve hours administering oxygen to an Oxford University student, trapped 1,000 ft. underground, wedged in a 40-ft.-deep cleft. Attempts ended after 44 hours when it was discovered that the undergraduate had died.



TIRED AND EXHAUSTED: One of the rescue workers, who struggled to free the trapped man, sits on a bench outside the cave

Despite 44 hours of gallant attempts by many rescue workers, an Oxford undergraduate died after he had become wedged in a narrow cleft of the Peak Cavern in Derbyshire. Aged twenty, the undergraduate, Neil Moss, entered the cave near Castleton on a Sunday afternoon with a party of the Sheffield group of the British Speleological Association. The cavern is under a 1,000-ft.-high hill, riddled with underground passages, numbers of caverns, streams littered with boulders, and lakes. Neil Moss set off to prove that a tiny tunnel linked the Peak Cave with another cavern, called Speedwell, situated on the other side of the hill.

He became wedged in a 40-ft.-deep cleft and was unable to move. During the night members of cave rescue organisations in the Midlands managed to reach him and he was able to place a rope round his body. As it was pulled, it snapped. More attempts were made to haul him out but on each occasion the rope broke. He became unconscious and was kept alive by oxygen brought to him by rescue workers. There was trouble with carbon dioxide forming in the cavern. Lieutenant-Commander Jack Whitten, of the Submarine Rescue Unit H.M.S. *Dolphin*, at Gosport, flew by Dove aircraft bringing a large quantity of soda lime to clear the gas.

An R.A.F. doctor, Flight-Lieutenant John Carter, who arrived with an R.A.F. mountain rescue team from Harpur Hill, Buxton, spent twelve hours in the cleft administering oxygen. As the trapped man's breathing became weaker, attempts were made to chip away the jutting rock with hammers and crowbars to clear the way for a straight lift. Rescuers who were small and light enough were selected in attempts to take a rope into the cavity. June Bailey, one of them, spent 6½ hours in the cavern. Another, Ron Peters, a member of the Orpheus Caving Club, managed to attach a rope to Neil Moss and was able to raise him about 18 ins. before the rope stuck. Steel grappling irons were also tried.

As hundreds of people answered an appeal by the police for rescue workers to assist in the exhausting circumstances with little oxygen, two doctors came up to the surface to say that Neil Moss had died. Attempts to recover the body ended

MAKING PREPARATIONS FOR ANOTHER ATTEMPT: At Castleton, in Derbyshire, a rescue team checks its equipment before descending deep underground through the passages of the Peak Cavern. Members of another team wash the thick mud from their equipment after returning to the surface. Oxygen was taken to the undergraduate as the atmosphere became polluted with carbon dioxide.

MUD-STAINED: Because of her size, June Bailey was chosen to make the descent into the cleft. She spent 6½ hours underground

PEATED AND UNAVAILING ATTEMPTS : Members of one of the teams wash the mud off themselves in a stream. The rescue workers included doctors, policemen, firemen and amateur speleologists.

NGING OXYGEN TO THE CAVE : Cylinders of oxygen from Sheffield hospitals are carried up the path to the cavern. Conditions in the cleft became very bad owing to the lack of oxygen.

THE ENTRANCE TO THE PEAK CAVERN NEAR CASTLETON : The cave, in a cleft of which the Oxford undergraduate became wedged and died, is on one side of a 1,000-ft.-high hill. On the other side is the Speedwell Cavern. Neil Moss was attempting to prove that a tiny tunnel linked the two caves under the hill.

en heavy rain caused the water level the underground lakes and streams to .

Later, the Duchy of Lancaster authorities ounced that the Peak Cavern was closed the public until after the inquest on the ng undergraduate. It was stated that his y may have to be left in the cleft in which died, with the area sealed off. The horities were reviewing facilities granted ave explorers to penetrate deep into the erground system.

LEAVING THE SCENE OF THE TRAGEDY : A team trudge away down the path from the Peak Cavern. During the early part of rescue attempts, a rope was attached to the trapped man four times but on each occasion it snapped. Workers then started to chip away the rock to clear the route for a straight lift. A large quantity of soda lime was used to combat the carbon dioxide.

IFFICULT CONDITIONS : After coming out of the cavern, a rescue worker is covered in mud from the passages and streams.

The World of Books

A SCOTSWOMAN IN EGYPT

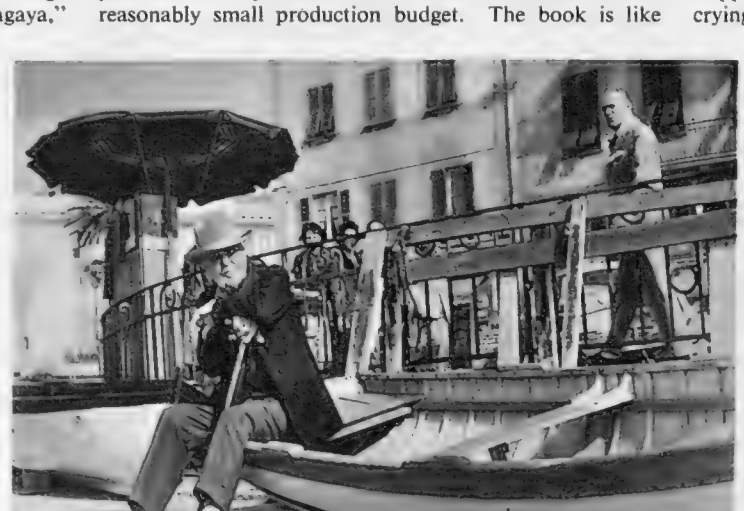
Reminiscences of Seven Years in an Egyptian Village; Assessment of Toscanini; An Eye-witness of Napoleon's Russian Campaign; A Pirates' "Who's Who"; and Recent Novels

THE incidence of well-educated Scotswomen married to Egyptian Professors of Philosophy cannot be very great, but such was the situation of Mrs. Rhoda Gordon Amine, who has written of some of her Egyptian experiences in SEVEN YEARS IN THE SUN (Robert Hale. 21s.). Mrs. Amine has dedicated her book to her two "Egyptian children," and throughout her reminiscences and her little historico-political sketches there is no doubt that she started on her new life with a determination to accept the immense differences between her husband's country and her own, and to come to terms with them.

Mrs. Amine writes about her introduction to village life and the problems that presents to a "khawagaya," or foreigner. Her style is serious, her outlook intelligent and liberal and when she explains Muslim reforms and the position of women in Muslim society she brings an attractive earnestness to the subject.

THE TOSCANINI LEGACY (Putnam. 30s.) is a critical study, by Mr. Spike Hughes, of Arturo Toscanini's performances of Beethoven, Verdi, Brahms, Mozart and other composers' works. The legacy that Toscanini left behind him is really in two parts: the actual memory of seeing the great man conduct, and the material legacy of the recordings which he made in his lifetime. On the latter point Mr. Hughes is not only extremely interesting but fairly original. Not for him the niceties and exactness of the latest of Hi-Fi methods but that recording in which the conductor has most perceptively expressed the composer's meaning and intentions.

It was, as Mr. Hughes points out, Verdi's character and example which were the most important single influence in Toscanini's life and it was a splendid Verdi chorus which he conducted at Verdi's funeral in 1901. The same moving piece of music was sung at his own funeral, just two years ago. As the author writes: "They could have played nothing else."



EZRA POUND TAKES THE SUN AT RAPALLO: The famous and controversial American poet and author sits and enjoys the sunshine on the beach at the Italian Riviera resort of Rapallo. Ezra Pound is remarkable both for his verse and for the excellence of his translations of Provençal, Latin, Chinese, French and Italian poets. He is a scholar of medieval literature and a master of rhythmic invention in poetry. He had spent many years in an American mental home before settling in Italy after being freed last April.

Count Philippe-Paul de Ségur was a general at thirty and for fifteen years *aide-de-camp* to Napoleon. In this capacity he accompanied the Emperor on the disastrous campaign in Russia and twelve years later wrote his account of it in a book which was, and is, a classic of military and personal history. Out of print for fifty years here, it has now been freshly translated and slightly abridged by Mr. J. David Townsend and appears as NAPOLEON'S RUSSIAN CAMPAIGN (Michael Joseph. 21s.). First of all, I would say that the translation is admirable. Mr. Townsend has made a wonderfully good job of conveying the crisp, elegant, rather spare style of the soldier-author and has thus allowed the original force and the intimacy of de Ségur's descriptions of Napoleon to keep their full value. Then the story itself is told by an eye-witness whose post made details of policy, friendships, enmities within the staff, and knowledge even of moods, accessible to him.

THE AGE OF PIRACY (Robert Hale. 18s.) is a kind of handy reference-book to piratical personalities and events; as it were a sea-wolves' *Who's Who*. Its American writer and compiler is Mr. Robert Carse, a life-long sailor and the author of many books with nautical subjects. In the present one he has based his research on the Caribbean, which he knows so well. Lively though rather uneven stuff and with many pockets of curious information.

First among this week's English novels, I would like to consider THE LOVING CUP (Michael Joseph. 15s.), a story of contemporary England by a writer whose wit and whose eye for a comic situation so much appeals to me that I am hoping to read his four earlier books. Mr. Derek Barton has that unusual but not impossible combination of the satirical and the fond. His acuity gives him the power of penetration into bores and shams, while his essential kindliness of spirit will not allow him to mock them to the point of bitterness. While he is writing about a family who are not county but country, the reader has the feeling that Mr. Barton knows them in all their least enviable aspects, their dodges and their eccentricities. Altogether, a book and a writer to enjoy.

Mr. Elleston Trevor writes about no feature of military war in his new novel, THE V.I.P. (Heinemann. 16s.), but of a dispossessed Balkan monarch kidnapped by revolutionary forces and facing assassination in a Wimbledon-ish mansion. The political background approximates in some ways to the Hungarian uprising, in which case the king would represent the leader and inspiration of the anti-Communist fighters for freedom, and in some ways to other situations behind the Iron Curtain. What is clear is the story of physical courage, loyalty and the ordinary but powerful love between men and women. Very effective and quite as exciting as one would have expected from this author.

MRS. PANAPOULIS (Chatto and Windus. 15s.) is a novel by Miss Jan Godden with the kind of small, self-contained plot that delights the makers of small, self-contained films: a restricted number of people, an exotic background, an opportunity for at least two scintillating performances by character actors and actresses and a reasonably small production budget. The book is like that, too, except for the fact that the quality of its writing, mainly lost to filmgoers, is such an essential part of its distinction. The setting is partly a passenger liner, but for the most part a coral island off the coast of East Africa and the action is controlled by an old woman, an ex-beauty with a dominating will.

Mr. Bruce Marshall has written the story of a young Catholic priest (in this country Mr. Marshall is fast becoming the *doyen* of Catholic writers of fiction) from the day of his ordination, against his parents' wishes, to the day of his death as a Cardinal and a man who had, through the Church's teachings and his own instincts, a believed in man's essential goodness and in the po love. A THREAD OF SCARLET (Collins. 15s more than somewhat, the mixture as before but eminently readable.

WISEMAN'S FOLLY (Hutchinson. 15s.) is a nov adults by Miss Richmal Crompton, who is also ver known for her "William" stories, mostly directed young. The background is domestic, familiar and dreary, but the action verges on the melodramatic murder, violence, theft and other forms of injustice into a scene which, at first glance, is smugly pea Very easy—I would even say simple—to read, and work of a highly practised pen.

Stephen and Ethel Longstreet have written a which is based on the life of Maurice Utrillo and mother, Suzanne Valadon. MAN OF MONTMART (Weidenfeld and Nicolson. 16s.) tells the story of two extraordinary characters with a good deal of s tionalism and such contemporary details as Leo slapping his sister Gertrude repeatedly in the stree crying, rather improbably: "You write the most almighty rubbish!" Nevertheless, it does ex something of this mother-and-son relatio and much about the good painter Valador the greater son who, in later tribute to her, a to his own painted signature, the initial "V.

Miss Nancy Pearson has written a slim volume with, it must be admitted, a slim theme. MADEMOISELLE B . . . (Ha 12s. 6d.) deals with a young girl at an old-fashi and vaguely aristocratic boarding school where in Europe, who goes through the adolescent *schwärmerei* for a young te who eventually commits suicide. Sad, su imaginative but inconclusive, too.

DIAMOND HARBOUR (Michael Jo 15s.) is Mr. Roy Forster's story about a English boy in India and the beloved grandf who was a symbol of happiness and adve to the child. The old man was a pilot and death the boy begins to fill in what he reme of him, helped by what he learns from the of fathers, uncles, governesses and relations surround him in the Calcutta of 1909. This charming book, full of the very real joys pains of childhood and with what is quite evid an authentic feeling for the atmosphere of Br India in those days.

THE AFFAIR (Faber and Faber. 15s.) work of some promise by Amsterdam-b Hans Koningsberger, a Dutchman who has made home in New York. He sets his story in the Z of 1944 when it was a focal point of refugees fro over Europe. Bored and frustrated, the exiled D student, Athoni, is determined upon a love-affair he was shocked by his sudden success with Cathe Valois, he was even more shaken by the sinuositie love. Mr. Koningsberger analyses this affair sensitivity, but he does little to make the wa background come alive, and sometimes we would to know a little more of what is going on outside bedroom windows.

THE MYSTERY OF KITCHENER'S DEATH

Facts and Theories About the Sinking of H.M.S. "Hampshire"

Early in May 1916 the Tsar urged that Lord Kitchener, the British War Minister, should visit Russia with the specific task of helping to put the Russian military house in order. It was a momentous task at a time when the Tsar's armies were at breaking point. On the appointed day Kitchener embarked on H.M.S. *Hampshire*, which was directed to proceed on the lee side of the Orkneys and Shetlands. The arrangements made for the voyage of the cruiser have been, and always will be, open to question. It is at least certain that an unswept channel was chosen for her passage, and that under stress of weather the destroyers which formed her titular escort turned about, leaving the *Hampshire* to steam to her doom. The *Hampshire* struck a mine, going down with nearly all hands. The loss of Lord Kitchener was felt to be a national calamity, and in the years since it happened rumours have spread and legends have grown, and nothing from official sources has cleared up the many mysterious factors surrounding the sinking of the vessel.

Donald McCormick marshals the known facts and probes into a welter of suspicion in his book THE MYSTERY OF LORD KITCHENER'S DEATH (Putnam. 18s.), but as he seems to admit, he does not carry us much nearer the truth. The author complains that far greater secrecy is still preserved on matters appertaining to World War I than World War II, for not only are many official papers still on the secret list, but an equally large number of private papers of statesmen of the period are closed to the researcher. The Balfour Papers at the British Museum are cited as an example, and Balfour was First Lord of the Admiralty at the time of the *Hampshire* disaster.

The distinguished anthropologist Ruth Benedict, who died in 1948, receives at the hands of her first pupil, her friend and colleague, her literary executor a biographer, Margaret Mead, a wonderful memori is entitled AN ANTHROPOLOGIST AT W (Secker and Warburg. 42s.), and apart from providi delightful insight into the character and mind of R Benedict, it reveals patterns of culture from e corner of the world. The chapter on "Prim Freedom" makes fascinating reading, notably section dealing with the Chukchee of North-east Sibe anarchists of the northern wastes. When a boy was t to the family the father would exclaim "Ah, I created a strong man for times to come, one who take the property of all those living round us." Con that with Mrs. Benedict's account of the culture of Pueblo Indians with their highly ritualised, hi formalised way of living, their lack of concern personal religious experience or personal prestige exploit. This is a many-sided book, and we can grateful to Margaret Mead for bringing together into volume so many of the most vital aspects of her frie lifelong work.

George Woodcock has quite obviously revelled in recent journeyings in Peru, exploring the country road and rail and by any means open to the ordi people of the country. By bus, truck, and train he

TO STRIVE AND NOT TO YIELD

utobiography is a difficult form; the average man dislikes to mention his successes. But truth and *whole* truth is vital to all histories of men and nations, mock modesty spoils their value. Brigadier Sir n Smyth, V.C., knows that, and he has learned *scribendi* by hard experience and he has, indeed, a y to tell in THE ONLY ENEMY (Hutchinson. 30s.) oldier, journalist and politician. And because he s simply, he tells the whole story and makes it rbing, devoting as much space to critical reviews of cting Juliet at his private school as to the desperate which won him and his Sikhs eternal glory in ce in 1915. That is how autobiography should be en. In all his professions he has been a fighter controversial, but without bitterness.

year ago I reviewed his account of the Sittang r disaster which virtually ended his military ascent turned him to journalism, and we hear more of that e among his other lucid accounts of his campaigns. an absorbing book about a very remarkable man. convinces me that the modern V.C. is won not by eme valour alone, but by amazing luck in avoiding tain" death, and, ever since he gained the V.C., as embraced the cause of all V.C.s and less fortunate rvice men. His three careers greatly altered the acter of his writings. His soldiering is described oldiers usually write of camp and barracks and life ndia. The journalistic phase is more mature, and lder statesman creeps in at the end. His wife makes ar that his successes in so many fields are the result happy partnership between two people who revel rd work, who hold that the battle is to the strong, ace to the swift, and the winning more important the prize.

John Gore

(*Continued from previous page*)

Mr. Frank Yerby has chosen to write his new novel, SERPENT AND THE STAFF (Heinemann. 16s.) t a doctor, which, the cynics might say, will more than ensure its being a best-seller. The scene is principally Orleans with a Viennese interlude and the time is the of this century. Lusty, violent, human and vitalised by Yerby's peculiar and compelling talent for story-telling.

Mr. John Cowper Powys has now written what he calls araphrase or walking commentary on *The Iliad*" and e has named HOMER AND THE AETHER (Macd. 16s.). What he has, in fact, done is to re-tell the c story with interpolations by an imaginary thought-r, " the immortal Aether," who discusses the poet's es and intentions. Mr. Cowper Powys' contention t Homer is the author of the greatest poem of the 3,000 years and that, while Dante, Shakespeare, n or Goethe have aspects in which they are superior n, *The Iliad* is still finer than, for instance, *King Lear aradise Lost*. Fascinating reading with its own and passionate conviction.

OKOV'S DOZEN (Heinemann. 15s.) is a e of short stories, thirteen of them, by the writer as responsible for *Lolita* and the far more attractive *Pnin*. The tales are by no means of an equal interest en accomplishment, but the best are really excellent, me of them—*First Love* is one such—have a really al expression of nostalgia.

Vernon Fane

nto the Andes passes, crossed the tablelands of the , traversed the coastal plains, and penetrated ngles to the east of the mountain divide. Visits to the cities of Cuzco and Machu Picchu were highlights s tour. INCAS AND OTHER MEN (Faber and . 25s.) is a reflective, as well as a descriptive, book, Mr. Woodcock's background of historical knowserves him well, as also does his ability to use era.

ere is no doubt about it; radar was one of the great inning weapons, and in Bomber Command it was minant in the days when Bomber Harris was g that terrifying force, which wrought such death destruction in the heart of Germany. Groupin Dudley Saward, who had so much to do with chnical side in developing the Command's technique netration, describes it all in THE BOMBER'S (Cassell. 21s.). There is at least some comfort in ought that all the precision of radar, put to the e of wartime destruction, is now available for more worthy peacetime uses.

m Dunton's HOLD THAT TIGER (Elek Books. takes the reader behind the scenes of one of the 's largest zoos. Mr. Dunton is Staff Photographer New York Zoological Society, but his book covers e field and some of the most exciting chapters s to the Zoo's sources of supply, to the rain forests nidad, the Florida Everglades, and the cave of the ish in Mexico.

test revised addition to the Blue Guide series is THERN ITALY (Ernest Benn. 35s.). From s to Syracuse and Ragusa in Sicily we are presented an up-to-date picture replete with historical round.

R. C. E.

STUDENTS' BAPTISM AT COVENT GARDEN: Antoinette Sibley and Graham Usher dance together as Swanilda and Franz, in a scene from *Coppélia*. They, with Lambert Cox, dancing Dr. Coppelius, were the only senior members of the cast. The ballet at the Royal Opera House was the first student performance in the history of the Royal Ballet School.

A BREAK IN REHEARSAL: Amira Mayroz, of Tel Aviv, Gwen Looker, of London, Su Chin, of Malaya, and Elizabeth Edminston, of Gosport, four Royal Ballet School students, talk during rehearsals.

OVERSEAS STUDENTS: The four Australian members of the cast are together in a scene from *Coppélia*. Among about ninety students taking part, there were eighteen coming either from Commonwealth or from foreign countries.

STUDENTS' BALLET AT COVENT GARDEN

On left—

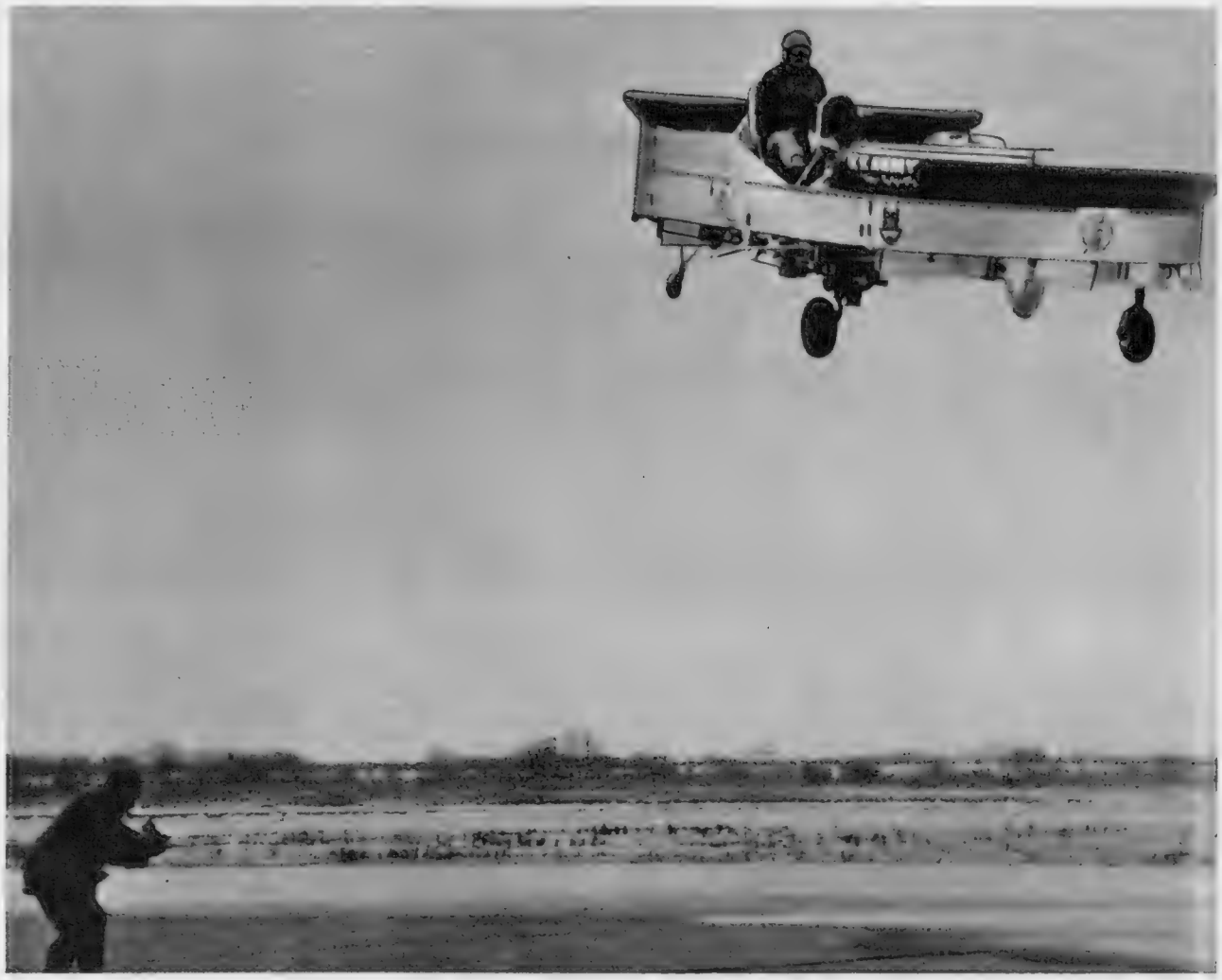
PAS DE DEUX: Junior artists of the Royal Ballet dance the leading roles. Antoinette Sibley and Graham Usher are both twenty years old. They have been through the junior and senior schools of the Royal Ballet School and have respectively two and three years' service as juniors in the Royal Ballet Company. Each has danced several solo rôles before. The other senior member of the cast was eighteen-year-old Lambert Cox, who left the Ballet School four months ago to join the Company. The other dancers were all students of the Royal Ballet School, sixteen coming from the Junior School. The youngest members of the cast were a boy and girl of thirteen. *Coppélia* was produced by Miss van Praagh and the orchestra was conducted by Kenneth Alwyn.

Progress in Transport and Research

A Flying Jeep; Nuclear Fall-out Research; A Russian Aero-sleigh

On right—

AERIAL JEEP'S FIRST FLIGHT: A prototype Piasecki 59-K flying jeep makes its first "out-of-ground-effect" flight at the firm's airfield near Philadelphia. This was the first effective flight of the aircraft; a picture of it hovering appeared in The Sphere of February 28. It is being tested for the United States Army, who have already expressed satisfaction with a full-scale, full-power test unit. The aircraft, designated VZ-8P by the Army, is completely manœuvrable on the ground, combining the advantages of the Army jeep with those of the helicopter. Two horizontal, three-bladed rotors, enclosed in ducts, one at the front, the other at the rear of the pilot, give the VZ-8P vertical lift and flight. The drive shafts to the rotors are so arranged that should either engine fail, the other would drive both rotors. All components are housed in the low, flat chassis, which is carried on three wheels to provide ground control. The VZ-8P is intended for military observation, liaison and other duties, and is designed to fly close to the ground, taking advantage of natural cover, on all normal missions. It can also, it is claimed, fly over most of the mountainous terrain in the United States. Its forward speed of 150 m.p.h., with these other advantages, should give the Army a new mobility. A civilian version, the Sky-Car, is also planned.



DETERMINING THE BEST WEATHER FOR THE RELEASE OF NUCLEAR WASTE: A weather blimp, which carries air-sampling devices, is guided by a meteorologist at the Hanford atomic plant, near Richland, Washington. On the left of the picture is a 410-ft.-high tower equipped at intervals of 50 ft. with various weather research instruments. The smoke from the tower is a fine aerosol spray. Particles from the spray are collected by the blimp at varying distances from the tower and under differing weather conditions. In this way dispersal and fall-out patterns are determined, so that the best weather conditions can be found for releasing nuclear waste into the atmosphere.

FLYING OVER THE SNOW: The pictures above show rear and front views of a new Russian aero-sleigh, Sever-2. It has a 260-h.p. aircraft engine driving an all-metal, three-bladed propeller. A running speed of between 30 and 40 m.p.h. over rough snow, and up to 60 m.p.h. over flat snow, is claimed. The bottoms of the skis are made from polyethylene for smoother running. Designed for passenger, mail and freight transportation in the Far North and Far East, the Sever-2 has a special heating stove installed in the cabin. A metal safety grille shields the blades of the propeller.

I see they buy THE Tatler

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The April 1 issue of "The Tatler" includes: **RIGHT FOR THE RESORTS**—*Full fashion section on clothes to take with you on holiday.* **SHRINE OR SHAM?**—*Heralding the Stratford-on-Avon season, the illustrated feature "Controversy" probes the Shakespeare relics.* **JOHN BETJEMAN** *is interviewed by Monica Furlong.* **ESTELLE HOLT,** *who has been touring widely in the East, describes a modern Muslim wedding.* **SCALPEL TO PALETTE**—*Pictures by Gerti Deutsch of a surgeon whose paintings will shortly be exhibited.* **AN AUTHOR'S COUNTRY HOME**—*Angus Wilson pictured by Kurt Hutton at his Suffolk cottage.* **SOCIAL NEWS**—*Photographs of people at Harrow Founder's Day, the National Stallion Show, and the Sandown Grand Military Meeting.* **PLUS** *the regular features on new shows, books, travel and motoring.*

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A NEW FAMILY SALOON

B.M.C. Announce the Morris Oxford Series V ; More Lodge Sparking Plugs ; A Driving Scheme for Young People ; The A.A.'s Development Programme ; And Other News

By "THE SPHERE" MOTORING CORRESPONDENT

WITH the announcement of yet another new British Motor Corporation model—the Morris Oxford Series V—the pattern of the Corporation's new catalogue of Farina-styled, 1½-litre saloons becomes more distinct. There are now four new models sharing the same basic body shell, with its distinctive rear fins, and the same basic "B"-series, four-cylinder, overhead valve engine of 1,489 c.c. As far as price is concerned, the new Oxford fits in between the cheapest of the new models—the Austin A55 at £849—and the Wolseley (£991).

There are two versions of the new model: standard, which costs £864, and de luxe at £894. The standard model costs £29 more than the Morris Cowley (cheap version of the Oxford), which it replaces, but the de luxe version is only £9 more than the de luxe Oxford, whose place it takes. The name Cowley again drops out of the production picture—for the time being, at any rate. From the figures quoted above, which, of course, include purchase tax, it will be seen that the price tags of the new B.M.C. models are sensibly spaced. The de luxe Oxford costs £45 more than the A55 and there is a difference of £97 between the Oxford and the Wolseley 15/60. At the top of the price list comes the M.G. Magnette, which at £1,072 is £81 more than the Wolseley.

With a pleasing radiator which well matches the sharp lines of Pinin Farina's styling, the Oxford is sufficiently different in appearance from the other new B.M.C. models to make it certain to appeal to faithful people who have been buying Morrises, and nothing else, for many years. In many subtle ways B.M.C. have contrived to retain the Oxford's personality as the car for the family man. Outstanding features are a willing and economical engine developing 55 b.h.p. and giving a top speed of about 75 m.p.h.; a first-class four-speed gear-box with a delightfully convenient central change lever and well-spaced ratios which are the same as those of the new Austin and Wolseley models; huge luggage boot with a capacity of 19 cub. ft.; non-slam door locks and neat child-proof safety catches on the wide-opening doors; swivelling quarter lights front and rear; and a special anti-thief compartment for the spare wheel under the boot.

The makers claim that the bench seats give a high degree of comfort through the use in a special way of rubber webbing which acts something like a shock absorber or damper. In other words, it gives a carefully-controlled degree of flexibility. You don't bounce up and down on these seats. The webbing pulls you up gently, so to speak, when the full extent of its resilience has been reached. The Oxford was exposed to a searching Continental road test embracing 25,000 miles. The itinerary took the car over some of the most arduous rally routes in France, Spain and Portugal, including the 10,000-ft. Veleta Pass, in the Sierra Nevada.

The opening by Lord Brabazon to-morrow of the £25,000 extension to the Montagu Motor Museum at Beaulieu, Hampshire, will also be a pre-wedding party at which Lord Montagu will introduce his fiancée, Miss Belinda Crossley, to his friends in the motor industry who have been invited to the opening. The wedding will take place quietly on April 11. The new museum building houses 100 vintage and veteran cars, 100 motor-cycles, 30 bicycles, a number of horse-drawn vehicles, two trams and a Spitfire. Among the cars are record-breakers once owned by Sir Malcolm Campbell and Sir Henry Segrave. Lord Brabazon, at to-morrow's ceremony, will also unveil a joint memorial to Mike Hawthorn and Peter Collins, the racing drivers and close friends, killed in recent months.

It is good to know that Lodge, a name famous in the history of sparking-plug development, has started to win back in the motor industry ground it lost to American competitors during the war, when it was so heavily preoccupied with supplying military needs. I think I am right in saying that of all the British cars built to-day 75 per cent. are fitted, as original equipment, with sparking plugs, the vital heart of which—the insulator—is imported from the U.S. Now Lodge Plugs Limited announce that this percentage will soon be reduced by the decision of the Standard Motor Company to fit Lodge plugs to all their new Standard and Triumph models.

Lodge plugs are made at Rugby, only ten miles from the Standard factories at Coventry. The company was formed in 1904 by the sons of the late Sir Oliver Lodge and has always been completely British in ownership and finance. Their plugs are fitted as original equipment to some of the world's most famous cars, including Rolls-Royce, Bentley, Alfa-Romeo, Daimler, Rover and Armstrong Siddeley.

A new attempt is being made by the R.A.C. to include driving instruction in the curricula of schools and to give it a place in the programme of industrial training. The club has just announced a "Junior Driver" scheme under which teen-agers are to be taught to drive for a fee of 10½ guineas (which compares with an average motoring school fee of about £12 for young people under twenty-one). The plan provides for nine hours of theoretical class-room instruction and thirty hours of actual driving tuition, fifteen of them on the open road. The scheme is intended primarily for boys and girls aged sixteen, whether they are still at school or have started work.

With this in mind, said Mr. Wilfrid Andrews, Chairman of the R.A.C., the Club was appealing to schools, youth organisations and business firms to study the merits of the new scheme. The tuition will be largely given by the 1,700 driving instructors registered with the R.A.C., but Mr. Andrews has made it clear that no attempt will be made to confine the scheme to these certificated tutors. Instruction will be planned on a group basis, with a maximum of three pupils in an instructor's car. Each pupil will have at least ten hours at the wheel, but it is thought that being in the car with other trainees will also be of great value.

The Automobile Association has made special plans to cope with the unprecedented traffic congestion expected on Britain's roads this summer. As part of its development scheme it has ordered 300 new vehicles and 70 of them—mostly motor-cycles with plastic sidecars—were handed over recently at a ceremony in Birmingham attended by the city's Lord Mayor and by Lord Brentford, Chairman of the A.A. Also on view at the ground of the Warwickshire County Cricket Club at Edgbaston were one of the radio-equipped solo motor-cycles which are to play an increasingly important part in the Association's breakdown service; and a specially adapted Ford Escort estate car which is now doing experimental duty as a motorway patrol car on the Preston By-pass. It carries about 100 items of special equipment, ranging from bottles of compressed air to inflate tyres quickly to cans of water for topping-up radiators. I also saw one of the portable trailers which are to be carried by most of the Association's Land-Rovers for use when members' scooters cannot be repaired at the roadside.

THE MORRIS OXFORD SERIES V: This new B.M.C. model uses the same basic body shell styled by the Italian designer, Farina, as other 1½-litre saloons in the B.M.C. catalogue. The standard version of the Oxford uses a "B" series, 4-cylinder engine, and costs £864, including tax.

The Royal Society for the Prevention of Accidents has just published an absorbing analysis of Britain's road accidents in 1958. It estimates that these accidents—237,265, involving 375,127 vehicles and 299,767 casualties—cost a total of £190,000,000. This figure compares with the Society's estimate of £175,000,000 in 1957, £169,000,000 in 1956 and £172,000,000 in 1955. The worst months for accidents were again July and August. Saturday was the black day of the week. Of all accidents, more than half were collisions between two or more vehicles and a quarter were collisions between a vehicle and a pedestrian. Collisions involving pedestrians increased by 8½ per cent., but those involving animals dropped by nearly 8 per cent. Of the 5,550 people killed, 717 were children, 1,727 were between 30 and 59 years, 1,668 were 60 or more, and 1,520 were between 15 and 29 years of age.

I have just had a week-end of thrilling motoring with the 1959 model of the Canadian-built Ford Fairlane 500. It is a most impressive car, with a tremendous surge of power from its 5½-litre, V-8 engine, and a controllability remarkable for such a large, heavy car. With its Cruise-o-Matic dual-range automatic transmission, its excellent field of vision and its light, positive steering, the Fairlane was a delight to drive even in congested city streets. The styling is much more restrained than in many American cars and the "Fashion Star" grille is quite attractive.

Even the American catalogue phraseology makes a fascinating change from our somewhat hackneyed British nomenclature. I like, for instance, the Iris Eye tail-lights and the Diamond Lustre enamel finish which the makers claim is so good it doesn't need wax polishing. That dual-range transmission I mentioned just now may need a little explanation. There are two "drive" positions: D1 and D2. You use the latter on wet roads, ice, snow or loose gravel. Instead of starting in low gear the car gets away in intermediate.

The smooth V-8 engine develops 225 b.h.p. on a compression ratio of 8·9 to 1. With an overall length of 17 ft. 4 ins. the Fairlane is not an easy car to park in London, yet I enjoyed driving it in the traffic. This roomy six-seater, equipped with power-assisted brakes, push-button radio, heavy-duty suspension, heater and screen washers, costs £2,655 in Britain.

A.A. PLANS FOR THEIR BREAKDOWN SERVICE: *Left*—An A.A. patrol secures a scooter to one of the Association's new trailers designed to tow away scooters which cannot be repaired at the roadside. *Centre*—In the interior of the A.A.'s first Motorway Patrol vehicle over 100 items of equipment are carried. The vehicle is in service on the Preston By-pass. *Right*—At the county cricket ground at Edgbaston, in Warwickshire, the Lord Mayor of Birmingham uses one of the new road service motor-cycle radio-telephones. Left is Viscount Brentford, the Chairman of the A.A.

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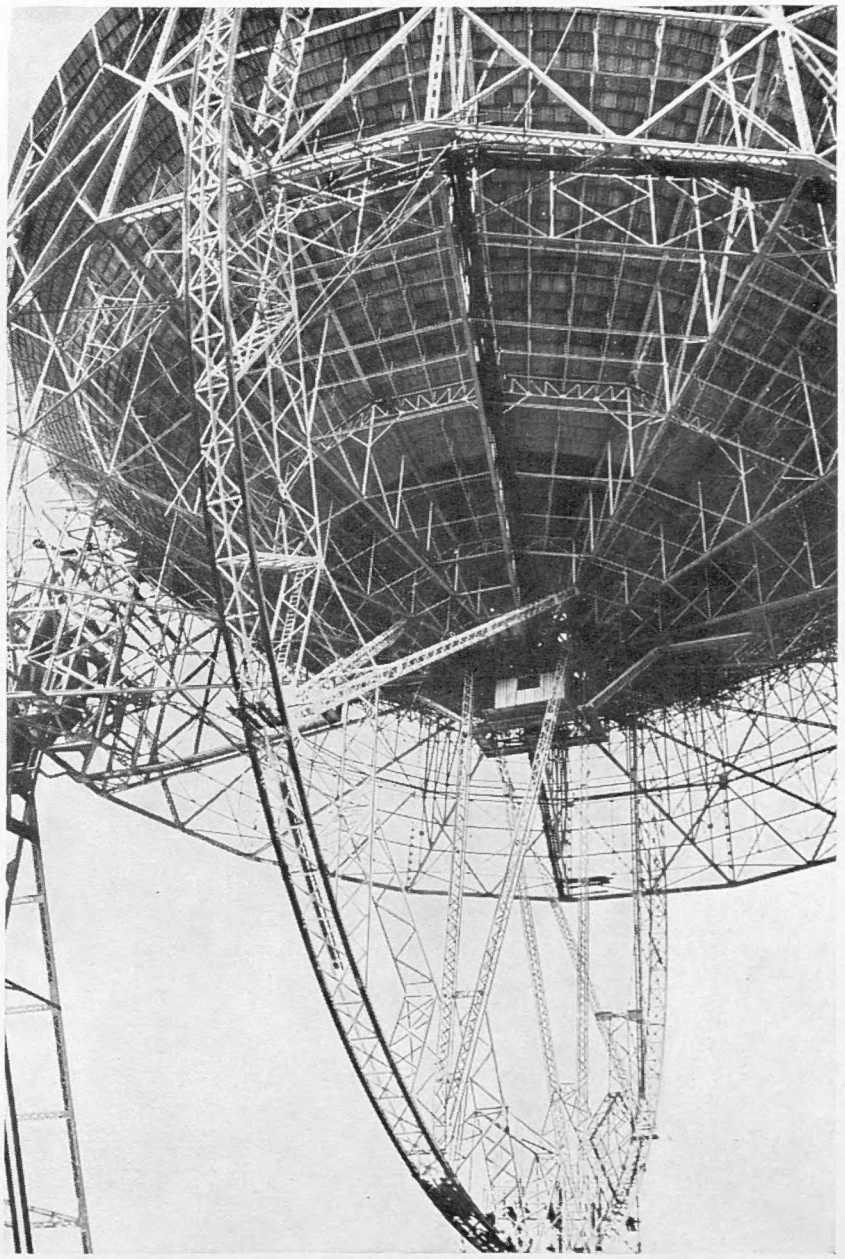

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From a painting by Harold Wyllie, O.B.E., Vice-President: Society of Marine Artists

FAMOUS NAMES IN THE ROYAL NAVY
H.M.S. RALEIGH

Sir Walter Raleigh was himself an accomplished navigator and on one of his cruises formally took possession of Virginia, an incidental result of this being the introduction of tobacco into England. His name has been preserved in the Navy down to the present day. Illustrated here on a famous occasion in 1899 is the ship-rigged steam frigate H.M.S. RALEIGH leading the last squadron of the Royal Navy ever to put to sea under sail, consisting of Volage, Champion and Cleopatra. They are shown "chasing to leeward with stunsails set alow and aloft".

WELL MADE

WELL PACKED